

MANUFACTURERS' RECORD

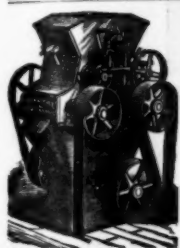
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Vol. XI. No. 19.
WEEKLY.

BALTIMORE, JUNE 18, 1887.

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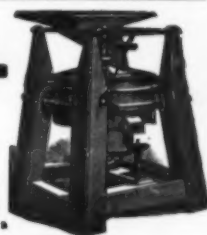
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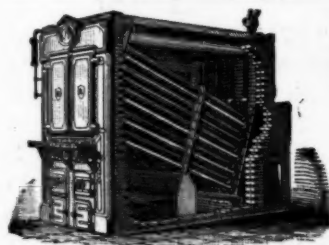
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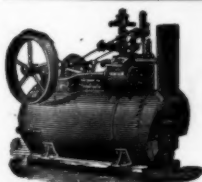
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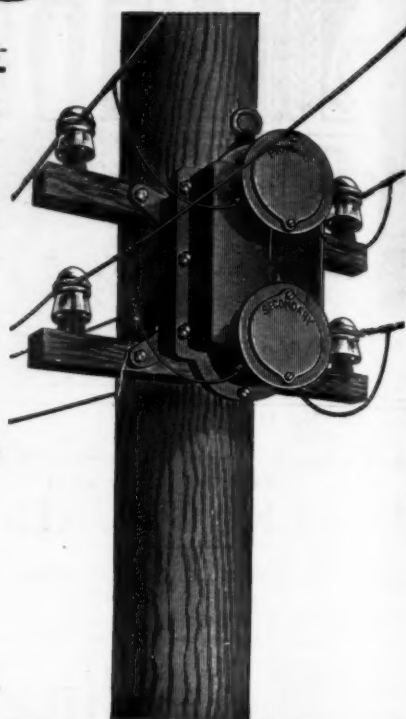
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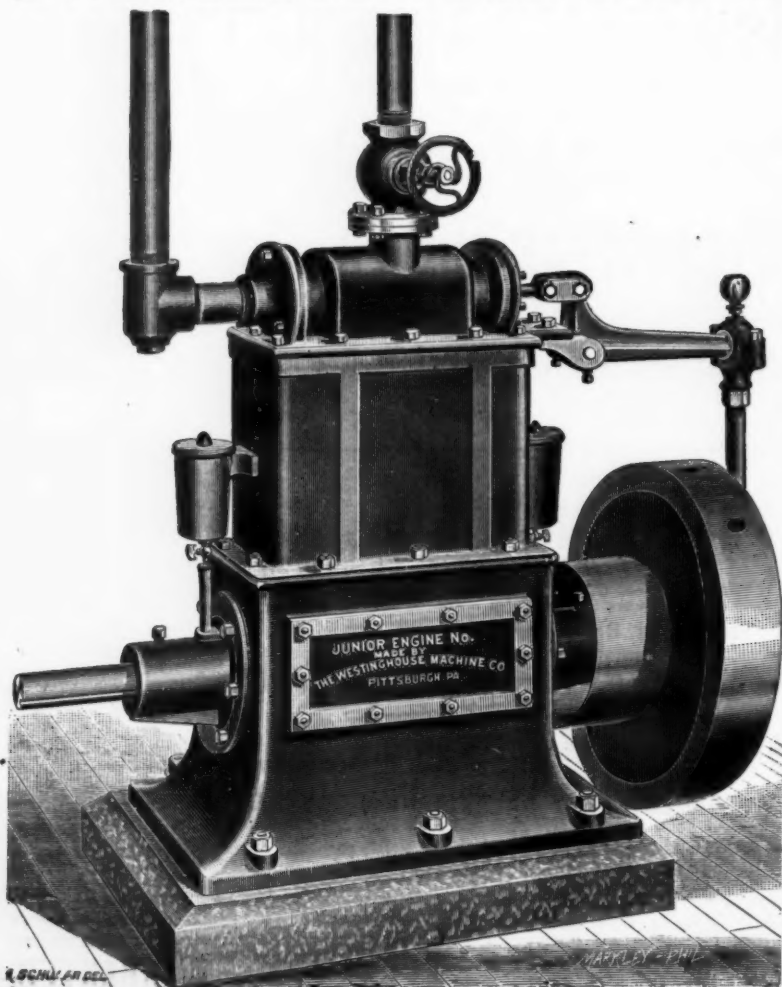
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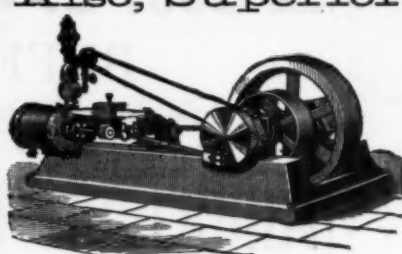
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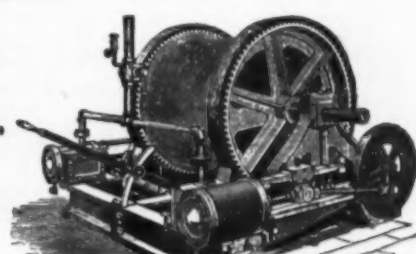
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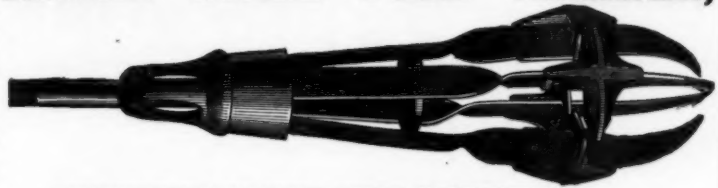
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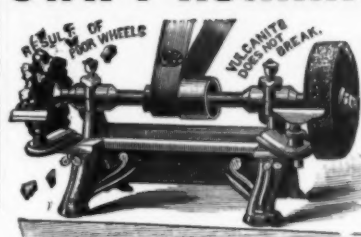
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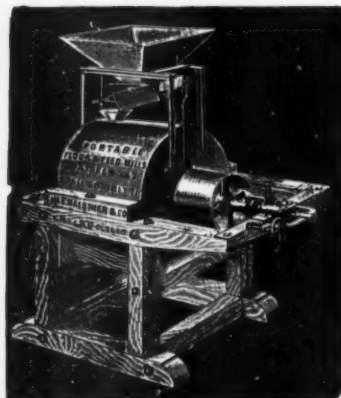
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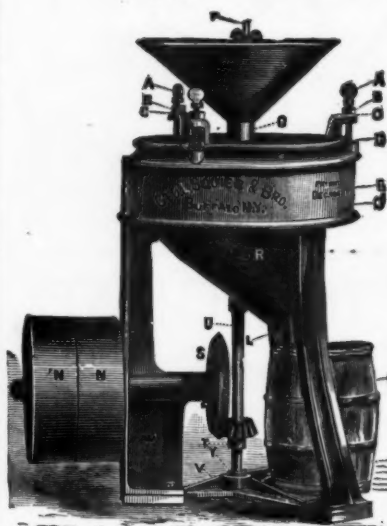
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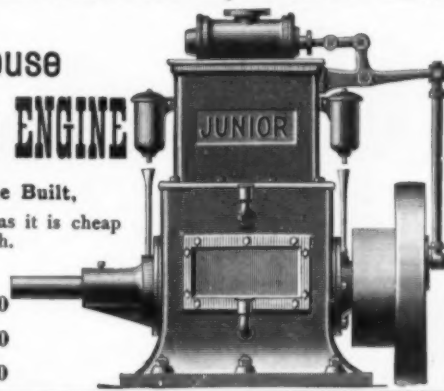
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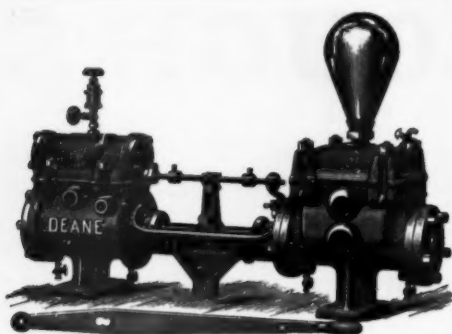
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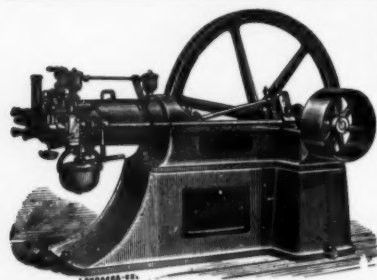
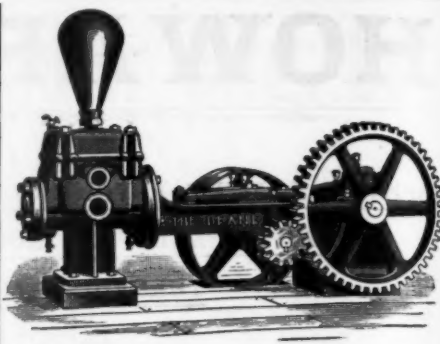
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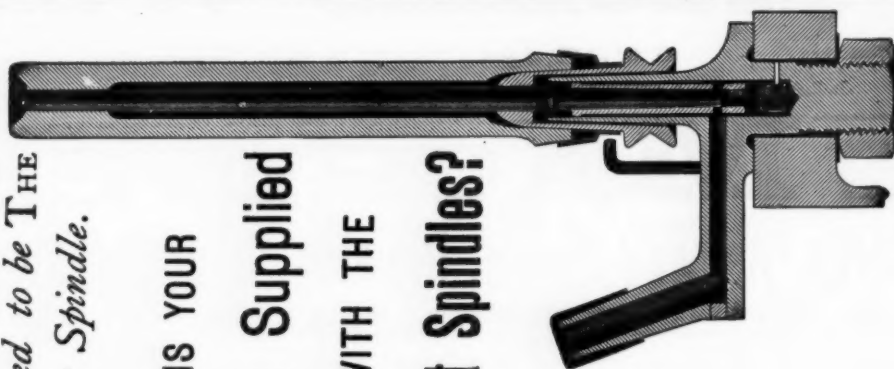
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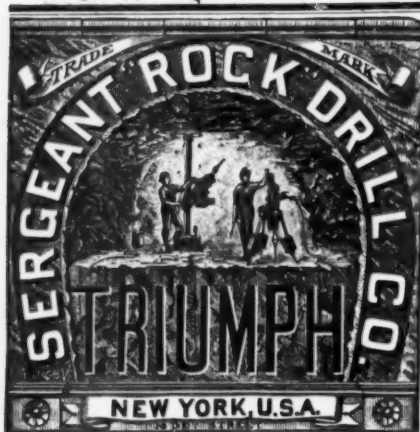
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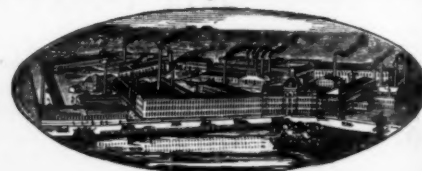
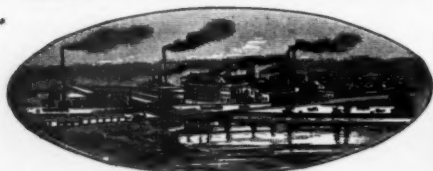
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BALTIMORE, JUNE 18, 1887.

THE people of Florida have determined to make special efforts to attract visitors and settlers next winter, and so they have organized at Jacksonville the Florida Sub-Tropical Exposition Co., with a view to holding an annual exhibition of sub-tropical and tropical products and resources. It is designed to embrace in its scope the entire State of Florida, and also to include exhibits from the West Indies and Bahamas, and possibly from Mexico and Central America. This is a most excellent enterprise, and it should receive the liberal encouragement of every one interested in the prosperity of Florida. It can not only be made the means of attracting thousands of visitors to Florida, but, by setting forth the resources of the State, it will result in inducing many to settle there and others to invest in Florida property. Full information regarding the objects of this exposition can be obtained from Mr. Jas. H. Paine, Jacksonville, Fla.

THE Southern Cotton Oil Co. are making good progress in pushing forward the construction of their cotton-seed oil mills. They have about finished the building of their mill at Gretna, opposite New Orleans, and are now putting in the machinery at Houston, Texas. This mill will be finished by July 1st, and they are now shipping the heavy machinery to it. The mills at Little Rock, Ark., Atlanta, Ga., Montgomery, Ala., and Memphis, Tenn., are ready for machinery. The Columbia, S. C., buildings will be completed and ready for machinery July 20th. At Savannah, Ga., they have just commenced putting in the foundations, and this mill will be completed by August 10th. All these mills will be completed and ready for the new seed. The company will, we understand, own their plants clear and clean of all debt and have a large cash sinking capital.

N. S. STORRS, the secretary of the Fort Smith Canning Co., Fort Smith, Ark., writes us: "Your paper is doing more good than all other papers published in the South."

Buy "THE NEW SOUTH." Handsomely bound in cloth. Price \$2.50.

Washington's Recommendation.

It is a significant fact of American history that the second act of Congress, passed at his suggestion and signed by George Washington, contained the declaration that it was necessary "for the support of the government, for the discharge of the debt and the encouragement and protection of manufactures, that duties be laid" on imports. The reasons for such a protective enactment at the very beginning of our national life apply with even greater force now. True, the thirteen States are no longer communities of widely separated citizens, but populous commonwealths, in the least of which there is more actual wealth than there was in the entire country when President Washington signed that salutary measure. Changed as are the conditions between that and the present era, the American people cannot afford to abandon the protective policy and to accept that which the wily advocates of free trade are industriously dinning into their ears. Far removed as that early past is from the prosperous present, yet the same forces that were operative then are at work on an infinitely greater scale now to make or to mar American industries, while the marvelous growth of the nation has created new influences affecting our manufacturing interests that compel an adherence to the protective policy. A brief recital of the situation that confronted the first Congress will enable us to explain clearly our meaning.

When the original settlers of the United States effected lodgements along the Atlantic coast they had no intention of devoting themselves solely to agriculture. From the first they were much more given to fishing and trading than to farming; they bartered goods with the Indians for furs and for food; they sent salted fish to Europe; they exported lumber, staves, deer skins and all sorts of peltry, and ordered from their commission merchants all they needed for personal use or for traffic with the aborigines. After a time they engaged to some extent in planting, but that was more from necessity than from choice. At a very early day they began to manufacture in a small way. This was not agreeable to Great Britain, or at least to the commercial and land grant corporations, through whose instrumentality most of the first settlers came to this country. Edicts were issued and laws enacted to put a stop to manufacturing in the colonies. Finally began "the contest for freedom," which necessitated that this country should become industrially independent.

A distinguished scholar, Prof. Robert E. Thompson, in one of his recent lectures before the under-graduates of Yale University, stated as a historical fact that a student of Columbia College started the movement against the purchase of foreign-made goods. It

was enthusiastically taken up, and at the same time a great impulse was given to manufacturing. The war over, Great Britain flooded this country with goods at prices that broke the market and destroyed many promising manufacturing industries. Out of this grew the recommendation of Washington's first message to Congress, and the law enacted in consonance with it. The successors of Washington through several administrations favored protection, and President Jefferson, the founder of one of the great political parties and the most honored of all the famous statesmen it has produced, was most earnest and persistent in urging upon Congress to make the law more stringent and effective. His reason was that there was too little of the protective feature in the tariff; its provisions were almost solely for revenue. In 1828 the first really protective law went into operation, and during the following eight years every industrial interest in the country, especially the agricultural, prospered amazingly. Then debts of the revolution and of the war of 1812 were paid, and the surplus in the treasury was divided among the States. After that there was protracted agitation, the tariff was changed, hard times, worse than any since experienced, followed, until in 1847 a new act was passed under which there was a renewal of prosperity, although that law fell far short of what was needed. Ten years later, in 1857, the duties were reduced twenty-five per cent by a sweeping enactment, whereupon came immediate speculation, panic and disaster. In 1861 the existing law, signed by President Buchanan, went into effect, and, although often modified in details, its principle has remained unchanged.

The effect of that tariff upon the industries of the country is well told in the following comparison made recently by the New Haven (Conn.) Palladium. In 1860 the wealth of Great Britain was \$27,800,000,000; in 1882 it was \$43,600,000,000,—a gain of fifty-six per cent. in twenty-two years. In 1860 the wealth of the United States was \$19,330,000,000; in 1880 it was \$47,475,000,000,—a gain of 145 per cent. in twenty years. And David A. Wells estimates it to-day at \$64,000,000,000. Just before the present tariff was imposed we were eight and a half millions poorer than Great Britain. Twenty years after that tariff was imposed we had not only fought and paid for the biggest and costliest war of history, but were nearly four millions richer than Great Britain. Great Britain had stuck to free-trade during that twenty years; the United States with greater wisdom had tried protection. The history of the economic condition of the two nations shows the effects of the two systems. The value of all our manufactures in 1860 was \$1,970,000,000; in 1880 after twenty years of adequate protection the value of our manufac-

tures was \$5,560,000,000, the greatest of any nation in the whole world.

Our free-trade friends, who mistake theories for facts and sneers for arguments, have a convenient reply to these unanswerable figures. They say: "Well, suppose all this is true, how long do you propose to call these prosperous manufacturing industries babies? It's ridiculous to pretend that they cannot take care of themselves, and that the fostering care of the government must be thrown around them!"

Absurd as this sneer is; unworthy as it is of many of the really able men who employ it, it is the only reply ever given to such indisputable and overwhelming figures. They might with equal propriety claim that the breakwaters built at enormous expense for the protection of commerce at the mouths of some of our harbors ought now to be removed as obstructions to free navigation, because the cities back of them have grown to be great and prosperous seaports, and could hereafter take care of themselves. The destruction following the tearing down of the bulwarks erected against the Atlantic's surges would be in a small way typical of that which would roll in upon all American industries were there no protective tariff standing like a sea-wall between them and the manufacturers of Europe.

The new influences affecting our manufacturing interest arise from the development of the Southern States and of that magnificent territory lying between the Rocky mountains and the Pacific ocean. The construction of railroads in the South and the extreme West is opening up immense areas of country in which nature has stored every material used in human industries, and all along those roads settlements are springing up with magical rapidity, the forests are disappearing, the land is broken and tilled, and the hum of many industries is heard. All this splendid activity is due to that American protective policy which was recommended by Washington, and advocated and supported by the great statesmen through whose wisdom were laid broad and deep the strong foundations of this republic.

FROM a letter from Messrs. Ulrich & Allison, of Rock Falls, Ill., we make the following extract:

"We learn that the South is now having the biggest kind of a boom. Although you are taking some of our business from us, we will not murmur, but we rejoice to know that the best men of all sections of our great country are working together for a common good. You have every advantage, although your resources have lain long dormant, and we will not be surprised should you excel us in many things."

We commend this letter, from a firm who, even while losing business by the development of certain industries in the South, yet rejoice in the prosperity of this section, to those who, though they have lost nothing, are still bitter in their denunciations of the South.

The Evolution from a Forest to a City.

"The Bessemer," Vol. 1, No. 1.—The appearance of this paper is deserving of more than a passing notice. Twelve months ago Bessemer, or the site where the town of Bessemer is now being built, was a forest. To-day four great blast furnaces, an immense rolling mill and a large number of other enterprises are under construction. Probably nothing else, though, so well illustrates the transformation from a forest to a manufacturing town as the appearance of a newspaper, and the fact that in this place a splendid four-story stone and brick building, to be fitted with all modern improvements, is now under construction, to be used as the publication office of that paper. We have all heard of newspapers in new Western towns, but what town in America can boast of such an establishment within twelve months from the time that the work of clearing away the primeval forest was commenced. Bessemer is an illustration of what can be done in the South. It was planned by a Southern man, De Bardeleben, whose gigantic operations have created millions of wealth in Alabama, and it is backed and pushed mainly by Southern men and money. The MANUFACTURERS' RECORD takes occasion so often to refer thus pointedly to the work of Southern men, not because it does not welcome to the South the energy and capital of other sections, but to dispel the mistaken idea of so many that the great industrial progress of the South is mainly due to outside men and money.

Bessemer is building up rapidly. Some 200 houses are under construction, and one block fronting an entire square, which is being built by a Charleston company, would reflect credit on the great cities of the country. It is indeed marvellous to note the progress that this town is making. The works now under construction will employ thousands of hands, and there is no limit to the push and enterprise of the people who are building up this place, so that it will be but a few years before we see in Bessemer a second Birmingham, and so the good work goes steadily on. As we attempt to enumerate the pushing growing centres of progress, the places that are becoming the seats of immense industrial wealth, we see what Bessemer is doing, what wonderful results Decatur has accomplished in six months, what Florence is doing, and West Nashville, not to mention such older places as Chattanooga, Birmingham, Anniston and dozens of others. We may well be pardoned for the glowing predictions so often made of the South's coming prosperity long before the beginning of the present era of development. There are comparatively few who have yet realized the magnitude of this growth and its solid and substantial character.

Anniston: A Romance of the New South.

Under the above heading Judge Kelley contributes to this issue of the MANUFACTURERS' RECORD the second of his series of letters on the resources and development of the South. This letter will be followed by a statistical article bearing upon the relation of Southern iron interests to the rest of the country; then by others devoted to the mineral and agricultural advantages of parts of Georgia, and to the growth of one or more of the new industrial centers of the South.

The story of Anniston, from its foundation to the present, as presented by Judge Kelley, is profoundly interesting. It shows that, through the whole history of that remarkable town, there has been a great guiding principle, and that, while its founders have acquired enormous wealth, they have devoted their energies with untiring zeal to making Anniston in fact, as in name, the "Model City of the South." It has not been with them merely a scheme for making money, but, with broad views of the great future of this place, they have sought to lay a solid foundation for enduring prosperity, and for the health and happiness of their workmen, as well as of all others who should make this beautiful place their home. They have not aimed simply to plant great industries there as monuments of their work, but to add to these the refining and elevating influences of churches and schools, desiring to make this place noted as an educational and religious center. Wisely have they built, and from the day when the late Gen. Tyler and Mr. Samuel Noble first planned this town, as told in Judge Kelley's letter, to the present, Anniston has been noted far and wide for its solid and substantial foundation, its beautiful location, its health-giving climate and water, and its careful attention to all the details that combine to make a happy and prosperous community. We commend to our readers Judge Kelley's instructive and interesting letter.

OUR Philadelphia correspondent writes of the iron market as follows:

The Eastern Pennsylvania iron market has been full of interest for a week or more. During the past few days contracts for between 40,000 and 50,000 tons of steel rails have been placed in the various Pennsylvania mills at prices ranging from \$39.50 to \$40.50. It is regarded as possible, and in fact probable, that within 30 days the rail-making capacity of the country will be sold up. The output, according to recent calculation of some authorities, is put at 1,900,000 tons, but it would not be going too far to say that the temptation of \$40 and \$41 rails will screw the output up to 2,000,000 tons. Brokers are already cabling abroad for bottom figures for gulf delivery for large lots, and already contracts have gone abroad for 20,000 tons, besides one and perhaps two or three orders for Bessemer pig. There is also a probability that rail blooms and billets and slabs will be ordered for early fall delivery. A great deal hinges on the outcome of the coke strike. The bar mills are unable to secure business enough to run full time. About a dozen are now running single turn, and iron is selling at from 1.90 to 2.10. It is fortunate for the mill owners that there is such a heavy demand for car iron.

ANNISTON.

A Romance of the New South.

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WASHINGTON, D. C., May 19, 1887.

Editor *Manufacturers' Record*:

In the course of my communication to the MANUFACTURERS' RECORD which appeared in the issue of the 25th of December last I ventured the prediction that though the name of Anniston was hardly recognized by the popular ear, that place would before two decades should have passed be one of the most remarkable centers of iron, steel and kindred industries in those wonderfully endowed States—Georgia, Alabama and Tennessee.

When I arrived at the Inn, on the last day of March, after the lapse of little more than three months from the publication of my prediction, I found that it had been verified, and that Anniston had already attracted to itself the notice of the country as, in many respects, the most remarkable center of the iron industry in the Southern States. But before proceeding to describe what had occurred between the close of December and the beginning of April you must permit me to borrow from others the authentic story of the conception, organization and early history of Anniston. I am happy in being the possessor of a memorial to the late Gen. Daniel Tyler, prepared from personal and official papers by Donald C. Mitchell for private circulation among the friends of the family. It was my privilege to know Gen. Tyler somewhat intimately while he was on duty near Washington, in the early days of the war, and I cherish this memorial not only as a tribute to one whom I had learned to respect as a citizen and a soldier, but as being in itself replete with information and suggestion. I draw from its pages the following letters, which will, better than I possibly can do, state the principles on which Anniston was founded, and by which the acquisition of its vast stores of materials for future manufacture was sternly guided:

January 18, 1879.

HON. J. LITTLE SMITH,
House of Representatives, Montgomery, Ala.:

MY DEAR SIR—My son, Mr. Alfred L. Tyler, has desired me to communicate with you and give you some data as to our operations at Anniston, in Calhoun county, Ala.

Six years ago last spring we purchased a farm, the average product of which was not over fifteen bags of cotton per annum, and built on it a furnace, at a cash investment of \$200,000, being invited into the State of Alabama by notices given through the papers that manufacturing interests were well protected in the State, and that the iron industry of this section of the United States was probably unequalled by that of any other section.

We have not been disappointed with our investment, and are satisfied with it; and we shall probably go on and add to it in the future—for we have come here to stay, and to cast our lot among the people of the State of Alabama.

When we commenced our operations in Calhoun county we made up our minds that, in order to establish ourselves with a community around us that would be satisfactory, it would be necessary for us to establish schools, churches, etc.; and we have done all this. In the public schools of that place we could to-day fit a lad for any college in New England. We have established a colored school second probably to no other of that class in the State of Alabama; and we have done all we could to invite into our company the best class of labor, white or black, that we could obtain, and to give to their children such an education as would elevate them, if possible, in their future careers.

We also made up our minds that in order to get good labor, it must be paid for liberally; and while our neighbors have been paying 50 and 60 cents per day, we have paid 80 cents, 90 cents, and \$1 per day to our laborers, believing that it was our duty to give them the means of making a comfortable living, in order to exact from them a rigid obedience to the laws. In other words, we give them the means of living comfortably, and therefore they have no excuse for stealing.

Under the laws of the State, and through the Probate Court, we established a borough

some two years ago; but, owing to some legal difficulties, we find that the organization under the general law does not give us that protection which will enable us to keep out whiskey-selling and prevent misdemeanors and crime; and we have therefore applied to the legislature for an act of incorporation, such as the constitution of the State provides for; and it is this act that I ask you to advocate before the House of Representatives, if you think our cause a good one. We do not ask for any exclusive privileges. All we want is the power to protect our property, to foster education, to keep out whiskey drinking, to sustain good morals, and to introduce into our business a system of honesty and integrity that may be of some little value to the population around us. During the last five years our efforts have added to the productive industries of the State of Alabama over \$175,000 annually, and we expect in the future that this production will be very largely increased.

Under these circumstances, if you think we are entitled to your influence in the legislature, I shall be most happy to acknowledge myself under obligations to you for your personal exertions in my behalf.

With the greatest respect,
Your friend and servant,
DAN TYLER.

For the present it must suffice to say that the exalted ideal expressed in this appeal for healthful legislation has never been abandoned by those who have controlled affairs at Anniston. From this treasured memorial I draw another letter which tells how accidentally Gen. Tyler's attention was drawn to the worn out cotton field on which Anniston stands, as well as the toilsome and thorough reconnaissance the veteran soldier made of the field of his future operations before entering into an engagement with obstacles few men of his years would have attempted to vanquish. It is from Mr. Samuel Noble, is addressed to the General's son, Mr. Alfred L. Tyler, his present companion, and dated Anniston, February 1, 1883:

ANNISTON, ALA., February 1, 1883.

MY DEAR SIR—The death of the General recalls as vividly as if it were but yesterday my first meeting with him. In the spring of 1872, when you were acting vice-president of the South Carolina Railroad, I visited you at your office in Charleston on business, bearing a letter of introduction from J. M. Selkirk, superintendent of the Rome (Ga.) Railroad. While at your desk talking to you I noticed an aged gentleman whose whole attention was fixed on the morning paper. Presently he laid it down and went to one corner of your office and consulted a map on the wall. A few moments after he came to the desk where you and I were talking, and said to me: "When I was building the Macon & Western Railroad, some thirty years ago, I heard from men who were at work for me of large bodies of iron ore in your part of the State. Do you know anything about it?" His earnest manner, and the interest he manifested in putting the question impressed me at once. I said to him he could not have questioned me on a subject with which I was more familiar; that there was hardly an iron property in Georgia or Alabama I did not know. He then said: "When I was a young man I went into the iron business in Pennsylvania, and made one of the first attempts to make iron with anthracite coal. I went over to Wales and brought over a founder to run the furnace, as at that time it was not supposed that there was any founder in the United States who could blow an anthracite furnace. We had trouble from the start with the founder, who dictated, and the furnace, which chilled up every time we started. The difficulties we encountered and disadvantages we contended against were so great that I resolved never to touch or become interested in any iron property that lacked a single advantage—that had not on it everything in abundance, and accessible for the cheap production of good iron. I have had the iron business burned into me, and have not forgotten my first experience; but if I can find a property that has on it everything for making iron without buying any raw material, or bringing any to it, I might be tempted to go into the business again."

I said I had been in the iron business myself, and then owned a property that combined in itself advantages over every other property I knew. I told him I believed there was no place in the South then accessible to equal it for making good and cheap iron. Nature could hardly have done more for it, and it would be a real pleasure to me, I continued, if he would come to see it, as I was sure it would interest him greatly. Hesitating a moment, he said:

"I will try and come up and look at it within the next two weeks."

I had but little idea that a man of his age would, on a second thought, take such a long and uncomfortable journey, and was surprised at his coming to Rome some ten days afterwards for a visit of inspection. At that time there was no railroad station, and only three old, unfinished houses at what is now the town of Anniston. So we stopped at Oxford, two miles below, where we found horses. He rode with me over the country, exploring every hill and valley, gathering information from everybody he met, and from the inmates of every house he passed, about the timber lands, limestone and rock quarries—their location and extent—and then going to the places indicated and examining them himself.

Familiar as I thought I was with the whole country, I found while with him how much there was I had not looked into, or thought of investigating. Nothing escaped his observation. In his company I made the most thorough and exhaustive exploration of the country I ever made before or since. I was surprised at his knowledge and practical ideas concerning the requisites for iron manufacture. We rode for three days in succession, returning to the hotel in Oxford after dark, I thoroughly tired out, but the General fresh as ever. He would go down from his room, and with some choice tea—a present from an English sea captain, make a hot cup for both. At that time the hotel people did not know how tea was "cooked." Sipping our Hyson, we talked over what had been seen during the day, and planned for the next. The General, I knew, was surprised and pleased with the property, although he said but little. After enquiring about the market for and price of iron, and the probable consumption at Rome, he said: "I will go back and bring up Alfred to look at it."

The rest you know. The visit led to the organization of the Woodstock Iron Company, and shortly after to the foundation of the town of Anniston. Then came the building up of a business of such magnitude and prosperity as led to a great increase of wealth and population in this section of the State.

I never think of my first meeting with the General without being deeply impressed with its beneficial results to this portion of the country, a meeting which, at the time, was apparently a mere accident. From that time to my last interview with him, in New York, two months before his death, his clear and active mind was always planning and suggesting something for the benefit of Anniston and its people. Plans and suggestions that to us at first seemed impracticable and premature, we found from his clear reasoning and hearty co-operation not only could be carried out, but were needed. In acting on his suggestions and plans, we found how wise he was in forethought, and wondered why we had not thought of the plans ourselves. To his earnest exertions and liberality we are indebted for the water works, the cotton factory and car works, the promotion of emigration, the successful cultivation of the grasses, the introduction of blooded cattle and improved stock, large and more comfortable dwellings for the working men, the building of churches and schools for them, and facilities for the education of their children. He was a grand old man—one of the most generous and unselfish I ever knew, always interested in and planning for the welfare of others, and never so happy as when those he aided profited by his advice and assistance. I hoped he would have lived for years to come, and enjoyed the proud satisfaction of seeing the plans he had so generously and prudently formed for the welfare of the people of the town he had founded, grown to perfection. We shall miss him greatly. Who will impress us with the feeling of confidence in every new plan and undertaking that he was wont to give? To whom shall we look for the sound advice his age, experience and clear mind alone could impart? We miss him daily. We will always miss him.

Yours sincerely,

SAMUEL NOBLE.

During the war a furnace had been built at Oxford, south of the present site of Anniston, but contiguous thereto, which had been operated for the Confederate government, and been destroyed by a raiding party under the command of Gen. Croxton, whose brigade had been separated from the command of Gen. Wilson at or near Selma. It was, I think, Mr. Noble's knowledge of this furnace, and the character of iron it had made, which led him to explore the red hills north of Oxford, on which Anniston has been built. Meanwhile, in association with his ingenious father, who, though nearly 84 years old, is in the enjoyment of vigorous life, and his

five brothers, he had established at Rome, Ga., the manufacture of car wheels; and it was when visiting the office of Mr. Alfred L. Tyler, who was manager of the South Carolina Railroad, in the hope of securing a contract for wheels, that the interview occurred between him and the General which led to the founding of Anniston and the erection of what is known as Furnace No. 1, which was completed in April, 1873. With the exception of an occasional stoppage for repairs, the operations of this furnace have been continuous since it was first blown in. Even during the protracted depression caused by the panic of 1873, which was so severely felt by the iron trade throughout the country, this furnace was worked to its full capacity, and the demand for its output was so steadily in excess of its capacity that the furnace known as Number 2 was built and blown in in 1879. The character of the iron produced was already established, not only as the "best Southern," but as standard car wheel iron. Said a writer in a Nashville journal near the close of 1881:

"The character of this iron was not the child of chance nor the result of an hour's work, but is the result of years of patient experiment. For three years the Woodstock Iron Company kept an expert analytical chemist employed at their furnaces, and by patience, painstaking, closely observing, and making very extensive experiments in the mixture of ores, they have succeeded in producing a car-wheel iron that for uniformity and hardness of chill, tenacity and strength of web when in the wheel, cannot be surpassed by any iron in the country."

I cannot, however, devote my entire space to the early history of Anniston, but must tell of its growth, and its recent magical expansion. Such explorations as Mr. Noble tells us were made by himself and Gen. Tyler have been continued, and are in progress by expert agents to-day. The Woodstock and the Clifton Iron Companies have thus carefully selected and purchased more than 60,000 acres of the best hematite ores of the section, and more than thirty miles of the best fossiliferous iron ore in Alabama. These acquisitions brought them such vast forests of timber fit for use as charcoal that it is believed that Anniston's supply of charcoal timber is inexhaustible, inasmuch as the land that is stripped this year will be growing charcoal wood by the time it shall be reached again in turn.

For the simplification of accounts and the management of details three companies were organized; the Woodstock, the Clifton, with its four charcoal furnaces and the settlements, known as Ironaton and Jenefer, with the land bought in its name, and the Anniston City Land Co. The land company was charged with the title to and care of the town site, the establishment of a town plan, the macadamization of the streets, the providing for an inexhaustible supply of water, and the appliances for so distributing it as to constitute a defense against fire, the lighting by electricity, and in brief the general management of a town as it has recently been confided to a municipal government. These estates were held as proprietary property till late in 1883, when town lots were laid out in Anniston and offered for sale. This opened the way for the erection of a very solid-looking, little town, with its brick bank, post-office, telegraph office, newspaper offices, flouring mill and stores, from which a general supply of household and personal goods could be bought. The population was in December last estimated at from 4,000 to 4,500. Occasionally an enthusiast would claim from 4,500 to 5,000 inhabitants. A count carefully made during April established the fact that there were considerably more than 7,000 people then in Anniston; that there were not 10,000 is palpably owing to the lack of materials to be used and the labor to use them in the construction of dwellings and business places. Four thousand mechanics and workmen must be added to the population to operate the new industries already commenced. The official reports to the Treasury Department show that the

deposits in the First National Bank, on its organization, were about \$60,000. During the month of January they rose to nearly \$1,000,000, and were three weeks ago, as I learned by inquiry, more than one million. The bank has been in operation three years. The legal rate of interest is 8 per cent. Its capital is \$100,000; its surplus is \$150,000, and Mr. D. T. Parker, its president, assured me that it had never lost a dollar by a discount.

In December the building in which axes are forged was found to be too small and its enlargement and an increase of machinery sufficient to add fifty per cent. to its productive capacity was begun while I was there, and had been completed when I returned. Two furnaces of the most approved construction for the manufacture of coke iron that will be capable of turning out twenty-two hundred tons per week, are going up under the superintendence of the celebrated firm of Taws & Hartman, of Philadelphia, every dollar of the money for their construction and working capital being in hand. On land adjoining these furnaces I found workmen engaged in constructing a pipe works which is expected to consume over 60,000 tons per annum of their product. This work is in charge of Major Anderson, a graduate of West Point and a recent member of the engineer corps of the United States Army, and the location for the furnaces and pipe works has been selected with such prevision that the law of gravitation will be a constant factor in the mechanical operations of both establishments. In other words, an available descent will prevail from the room in which the pig iron is cast to the yard in which the finished pipe will be piled for shipment.

Three additional brick-yards have been put into operation, but have not been able to supply the current demand for bricks and are already augmenting their capacity. A planing mill of fine dimensions and modern appointments, which in April began to send forth its hum early and late, is also behind-hand in filling orders. A bloomery for the manufacture of steel by the Clapp-Griffith process, from local ores, is in progress of erection. During my visit Mr. Taylor, the projector of the Sciota fire-brick works and of the great works at or near Cincinnati, having visited Anniston and sent to his Ohio works specimens of brick clay, returned with bricks produced therefrom, secured a site for an establishment at Anniston, equal in capacity to either of his others, and having contracted for the delivery of 3,000,000 fire bricks within given dates started for home to bring with him skilled workmen to push his works to completion and to contract for houses framed and ready to be put together upon the ground in sufficient number to accommodate the army of men he expects to employ. The commercial significance of this operation will be realized when it is known that the freight hitherto paid on fire bricks to Anniston has been \$12 per thousand, all of which will be saved to her industries, showing an economy of \$36,000 on her first contract for fire bricks from works to be established in her midst to utilize clay, which abounds within her limits.

The car shops have been the property of Noble Brothers, of whom there are six, but four of whom are, I think, interested in these works. Like the car-wheel and axle works they were established in accordance with the original design of the founders, to sell the product of the furnace as much advanced by manufacture as possible, and when, in 1879, furnace No. 2 had been completed, measures were taken to work part of its iron also into advanced forms. The first idea was to build only platform freight cars, but to build them so well as to establish the character of the firm. This was soon done. Contracts were then offered them for box cars, which they were building in December, and to my surprise when I returned this spring I found them making passenger cars, and that their works had been established as

a shop for the repair, including upholstering, of the Mann boudoir cars, which are so popular on Southern roads. In response to an expression of surprise I was told that a great enlargement of the works was probable, as the president of the Alabama Railway Equipment Organization with some of the heavier capitalists of the company had visited Anniston to determine whether it was, as had been suggested, a fitting site for their shops. It was also said that if they came to Anniston they would increase their capital to \$1,000,000 and take the shops and land appurtenant thereto, together with the machinery and business of Noble Brothers at an appraised valuation payable in the stock of the company. This point having been favorably determined, it was proposed that in order to secure beyond a peradventure the sympathy of the Woodstock Iron Co. and the people of Anniston, they should be required to make a cash subscription of \$200,000 to the stock of the Organization. This proposition, I am advised by a letter received May 18, has been accepted as the basis of an agreement which secures the establishment at the earliest practicable day for the manufacture of locomotives and the construction and repair of freight and passenger cars, with a million and a half of dollars of paid up capital, and whose operation will require an addition of 1,600 to the skilled workmen of Anniston.

But the forethought which established a cotton factory in the primitive days of Anniston in order that there might be the means of independent support for the widows and orphans of the place and surrounding country still characterizes the influences that control her affairs. Along the line of the Talladega valley running more than sixty miles southward to Sylacauga extend the ore lands of the Woodstock and Clifton Companies and the forests which are to furnish fuel with which to work the four furnaces now devoted to charcoal iron and those that may be constructed when a further output of that species of metal shall be required. Anniston, said her projectors, must not depend for transportation of its ore and coal and manufactures upon influences that might be adverse to her interests; therefore, Messrs. Tyler and Noble, with a few associates, constructed during last year a road through this valley known as the Anniston & Atlantic road, which was opened to travel on schedule time early in December; and now the Woodstock Iron Co. is constructing a road from Anniston to Gadsden and Atalla, where it will connect with the Cincinnati Southern, and thus give Anniston direct connection with Cincinnati, Chicago and the entire Northwest. These additions to the facilities afforded by the Georgia Pacific and the East Tennessee, Virginia & Georgia roads establish Anniston as an inevitable railroad center, and, to meet the local wants of the roads that may compete for her business, plans have been adopted for a capacious union depot on land near the famous Inn, which is to be furnished with all the conveniences to be found in the great stations of New York and Philadelphia. The construction of this work will be proceeded with as soon as material and workmen can be had, the directors of the land company having taken it in charge. In this connection I may properly refer to a striking display of the persistency with which the ideal of General Tyler and Mr. Noble is adhered to in the fact that an army of men employed by the land company are busy grading and laying tracks on a body of land embracing nearly 100 acres, a transfer and freight yard, in which, without disturbing the quiet of the residence portion of the city, burden trains will be broken up and the cars distributed to the roads by which they are to proceed to their destination. As I sat with Mr. Noble on the broad piazza of his commodious and hospitable home, from which we overlooked the city he had done so much to create, he spoke of the work to which I allude, and

having reminded me that though born in England, he passed his childhood and youth and came to manhood in Reading, Pennsylvania, he said: "I can remember the early days of the Reading and Pennsylvania roads. How little forethought their projectors exhibited in failing to provide for the business of the future, and how, in common with all the roads of their day, they have, from this want of forethought and an expenditure of a few thousand dollars at the proper time, been made to pay millions for space for distributing yards for their freight cars and adequate station yards in which to make up their passenger trains, and we have determined that we will now, while land is unoccupied and cheap before it becomes the heart of the city, as it will in a few years, dedicate enough to protect the roads that shall enter Anniston against the exactions made elsewhere by reason of the enormous outlay of money required to procure such yards in the populous suburbs of a city."

During the three months to which I have so frequently referred a municipal charter was obtained, a government chosen and organized, and plans adopted for a capacious but inexpensive town hall to be constructed as soon as a contractor could be found in so busy a place. Do my readers ask what, after 14 years of such quiet growth and such a steady accumulation of money and iron and timber and coal lands, caused Anniston to blaze forth so suddenly and with such luster? This sudden development is simply the denouement of the romance of Anniston. It is the natural result of opening to public view the quiet and apparently unselfish life which, while aiming at the good of others and the welfare of an enlarging posterity, has crowned the labors of the founders of Anniston with wealth, the extent and value of which is disclosed to them by the eagerness with which men of energy, skill and experience in practical affairs crowd into this almost unknown community in undoubting faith that prosperity and happiness will crown their enterprise where wise forecast has made such elaborate provision for the future.

The properties in the possession of the few men who constituted the Woodstock Iron Co., the Clifton Co. and the Anniston Land Co. had become too large for individual management and too valuable and complex to confide to the administration of executors or administrators. Messrs. Noble & Tyler began to be oppressed by a sense of responsibility, while responsible parties beset them on all sides with proposals for the purchase of the property of one or another of these companies or of an interest in all of them. When, on the 7th of December last, I left Anniston it was in company with Mr. Noble on his way to New York to consult the gentlemen who were interested with Mr. Tyler and him in these immense properties and to shape a course of action with regard to the future management thereof, which they could hope might prove as wise as their course in the past had been. The result of this conference was a determination to retain the Clifton property, including Ironaton and Jenefer and the ore, coal and timber lands that had been acquired in the name and with the funds of that company, but to capitalize the property of the Woodstock and the Land company each at \$3,000,000. Let me not be misunderstood as intimating that the proprietors of these properties were willing to part with their whole interest in them at that price. The valuation of the properties was fixed by parties who hoped to purchase them, and was accepted by the owners as a basis on which they would part with one-third of the stock of the Woodstock and one-half of that of the Land company. These conditions were accepted by eager purchasers, and on the 22d of January the transfer was made to the newly-organized companies, since when the original holders of the property have owned two-thirds, or \$2,000,000, in the Woodstock Iron

Co. and one-half, or \$1,500,000, of the stock of the Anniston City Land Co. By this operation some of the most substantial and astute business men of Alabama and Georgia became stockholders in one or both of these companies, and the result is an unanticipated measure of activity in Anniston. If its 4,500 population of December last shall not be swollen to 15,000 within the current year it will be by reason of the impossibility of constructing the productive establishments that are projected, together with homes for those who are to build the works and manage their operations.

As no question touching the title to any part of the vast property disposed of could be raised, and there was not a dollar of indebtedness against it, the date of the transfer could be determined as soon as the terms of the sale had been agreed upon. The transfer was fixed for the 22d of January. The land company was organized by the selection of Col. J. M. McKleroy, of Eufaula, as president and general manager, and Mr. Duncan T. Parker, president of the national bank, as treasurer, and a board of directors, chosen from among the best known and most substantial business men of Georgia and Alabama. The 22d of January would be Saturday, and the land company announced that there would be a public or competitive sale, at which lots, whether built upon or unimproved, would continue to be sold as long as there were bidders at prices acceptable to the directors of the company. The sale began in the afternoon of Monday and was continued on Tuesday, consuming in all five hours and a-half, during which period largely more than \$400,000 worth of property was sold, the terms being one-fourth cash, the balance within certain period extending through a year. The company has the right to buy land for sub-division and sale, and before the 1st of May it had sold \$700,000 worth of lots, and invested \$100,000 in choice property contiguous to its original purchase.

Most of the lots were bought for immediate improvement, and I had the privilege of examining the plans for a number of handsome residences and business blocks that will be constructed as soon as the required material and labor can be obtained. One of the first buildings erected by Gen. Tyler and Mr. Noble was a flouring mill, on a lot at the corner of Noble and Tenth streets, with a frontage of 110 feet on Noble street and 120 feet on Tenth street. The lot, carrying with it the mill and its machinery, was sold for \$12,000 to Mr. McCoy, of Augusta, Ga., who sold it in April as two lots, each of 55 feet front on Noble street, for \$30,000. The building was demolished during my stay in Anniston and the erection of a four-story brick edifice, with stone and terra cotta trimmings, had been contracted for. The corner room on the first floor has been leased by a bank, whose business will date from June 1, and the adjoining room will be occupied by a clothing house known throughout the country side as "The Famous." The other half of the mill site will be occupied by three substantial brick stores, and the upper stories of the bank building will be devoted to offices. The fact that so much of the property, whether in that portion of the town seemingly dedicated to residences, or that in which merchants and traders are to congregate, is held for immediate and, in many cases, expensive improvement is evidence of the bona fides of the transfers of property that have taken place, and the faith of capitalists in the future of the city.

The abounding evidence one sees of the rapid progress she is making in wealth, productive power and population naturally excites the question whether, while thus engaged in the pursuit of material prosperity, those who administer her affairs adhere to the exalted theories that governed the founders of Anniston. Have they continued to establish schools, churches and other means of social elevation and refinement? Do

they maintain a colored school of as high a standard as that indicated in General Tyler's letter to Mr. Smith? Do they employ and pay with even hand, more generously than those around them, their laborers, whether white or colored. To him who may propound these questions I say that I have discovered no signs of obliviousness to any of these expressed purposes, and that after a month's inquisitive observation, I adopt the following language which I find in an article bearing date December 22, 1881, and declare it to be as true now, in the midst of the whirl and bustle of Anniston's expansion, as it was in the days of her quiet proprietary life:

"While the management is energetic in the prosecution of their business schemes, they seem to want the profit only to beautify their property, and make those dependent upon them feel that they are at home, and that, while good services are required of each and every employee, his good and his comfort is a matter of interest to the employer."

The beautiful building known as the Noble Institute for the education of young ladies is this year to have its counterpart in an institute for young men, and, while appropriating ample funds for its construction, Mr. Noble has also obtained plans for a dormitory in which students of either sex from abroad may be comfortably and carefully housed. Opposite to Grace Episcopal Church, of which the Nobles and Tylers are stout adherents, has been erected an adequate portion for the accommodation of the present congregation of what, when completed in accordance with the part that has been finished, will be a strikingly beautiful brick Presbyterian church. The Methodists, the Baptists, the Congregationalists, and other denominations have their churches. There is also a hall known as the Opera House, in which dramatic and social entertainments are held, and in which during my recent stay fairs and other entertainments, one in aid of a recently organized rifle company, and others in the service of education, were held, in which the best people of the place participated with interest.

To the west of the famous Inn stands what in point of location is the most striking building in Anniston. It is a beautiful little church upon a hill of iron ore, the highest ground within the populous limits of the city. The elevated basement wall is of brick. The structure is new; the colors in which the body of the church and its modest but well-proportioned steeple are painted are harmonious and agreeable. The interior of the church has been decorated with excellent taste, and a well-toned piano serves as an admirable substitute for an organ. In the basement are three rooms which are presided over by a married couple, both of whom are graduates of the University at Talladega. The west room is a primary school which I visited, and, while rambling over the hills for exercise, looked into frequently. In the middle room is the grammar school. The walls of this room are almost covered with slate or blackboard on which exercises prepared by one of the teachers or examples wrought by pupils may constantly be seen. The exercises include the correction of ungrammatical sentences, and, as a printing office is found in the adjoining room to the eastward, specimens of bad proof are posted for correction; for, as at the college from which the teachers came, there is a printing office in which pupils print a small weekly paper. Two male and two female pupils are in succession taught the art of type-setting. The principals of the school edit the paper, much of the matter for which is written or selected by the pupils. The church is Congregational, and its site crowns the quarter of Anniston known as Liberia, a designation chosen by the early settlers of the quarter. Elsewhere there is a quarter known as Factory Town, the occupants of which are chiefly engaged in the cotton factory, and over beyond the works on elevated ground

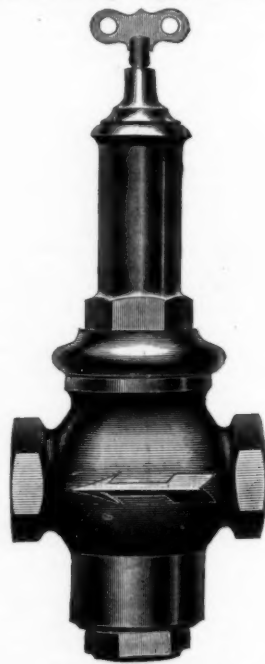
to the southwest is Glen Addie, which contained something more than 50 cottages in December, to which nearly 100 like buildings have since been added. All these buildings, whether in Liberia, Factory Town or Glen Addie, are symmetrical; are well-painted; have ground about them for vegetable gardens, in many of which I observed fruit trees, and in almost every one of the spaces around the older buildings such vegetable gardens as I have nowhere noticed upon a cotton plantation.

Yes, Anniston is still an ideal industrial center, and the generous and humane spirit of Daniel Tyler finds practical expression at whatever cost in the daily operations of Samuel Noble and Alfred L. Tyler, who will, I doubt not, strive to infuse his spirit into the life of the Woodstock Iron Company and the Anniston City Land Company, with which her destiny is inseparably interwoven.

WM. D. KELLEY.

The Mason Reducing Valve.

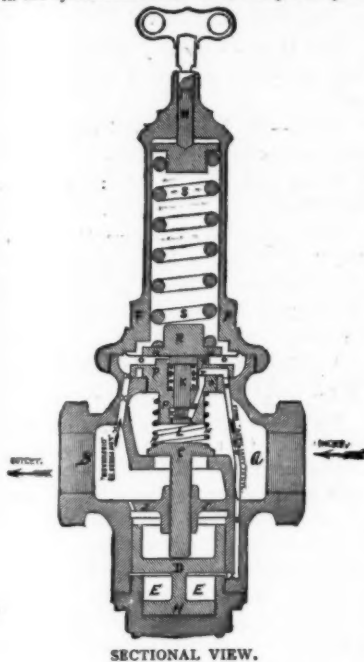
This valve is designed to reduce and maintain an even steam or air pressure regardless of the initial pressure. It will automatically reduce boiler pressure for steam-heating coils, dry rooms, paper-making machinery, slashers, dye kettles, and all places where it is desirable to use lower pressure than that of the boiler. It is easily applied, as there are no more connections to be made than in the application of an ordinary globe valve. The dashpot, which immediately fills with condensation, prevents all chattering or pounding, and requires no attention. No extra lock-up attachment is needed, as the pressure is regulated by a key, which the engineer retains. The sizes up to and including 2-inch are made of the best composition, and above that, of cast iron, with composition linings. A special feature of the larger sizes, which engineers will appreciate, is the manner in which the composition lining is put in. Instead of



THE MASON REDUCING VALVE.

being forced in, as is usually done, it is hung up in the valve, leaving a space between the iron and composition for the unequal expansion of the metals. There is no possibility of the piston sticking when the valve is heated, and the same fit which is made when cold, in the manufacture, answers when the valve is in use. The area of the passage from the high to the low pressure side of the valve is equal, when open, to the full area of the pipe, so that a low pressure of the system, almost equal to the initial high pressure, may be carried. This is an advantage when steam is first turned on, as pressure will immediately be admitted to the system. This valve, it is said, will maintain an even steam or air pressure as low as one pound if necessary,

The principle upon which the Mason reducing valve is made, is that of an auxiliary valve, controlled by the low pressure, and which admits steam from the high pressure side to operate a differential piston, which is the main valve. By referring to the sectional view, it will be seen that the high pressure enters the reducing valve at the side marked "inlet," and passing through the auxiliary valve K, which is held open by the tension of the spring S, passes down the port marked "from auxiliary to cylinder," underneath the differential piston D. By raising this piston D the valve C is opened against the initial pressure, since the area of C is only one-half of that of D. Steam is thus admitted to the low pressure side, and also passes up the port XX underneath the phosphor-bronze diaphragm OO, upon which bears the spring S. When the low pressure in the system has risen to the required point



SECTIONAL VIEW.

which is determined by the tension of the spring S, the diaphragm is forced upward by the steam in the chamber OO, the valve K closes, no more steam is admitted under the piston D, the valve C is forced on to its seat by the initial pressure, thus shutting off steam from the low pressure side. This action is repeated as often as the low pressure drops below the required amount. This piston D is fitted with a dashpot E, which prevents chattering or pounding when the high or low pressure suddenly changes. This valve is made by the Mason Regulator Co., of Boston, Mass.

Warfield's Green Corn Cutter.

This machine is built of iron and weighs about 500 pounds. It operates as follows: The ears are placed side by side on the feed table, point foremost, and the table being inclined, they roll to the lower end, where they are held by a raised "stop." In the rear of the stop the table is slotted, through

Upon the continuation of the backward movement of the plunger, the hopper opens and the ear that was deposited therein by the lifter falls to the centerers. As the plunger makes its forward stroke the centerers close, in which movement they interlock and raise the ear to an accurately centered position, and as the plunger continues its forward movement, the ear is carried from the centerers into and through the cutting head.

The corn falls from the head to a suitable receptacle, and is prevented from scattering by a hood and shute. The cob passes through the head to a spout formed on the back of the shute, and is discharged from the machine at the next stroke of the plunger.

The centerers are so constructed that as the ear passes through them bruising and mashing of the grain is prevented.

It having been thoroughly demonstrated that an ear of corn, to be properly cut, must be "centered" before it enters the knives particularly when the cutting operation is performed almost instantly, as in this machine, the centerers are adapted to hold the ear in its central position until it has passed nearly through the head, and as they conform to any sized ear, a uniform cut is obtained.

The ear, after leaving the centering device, passes between the four gauging rollers, which guide it to the knives, and at the same time gauge the depth of the cut of the knives. The rollers and knives are attached to sliding plates, which are held in position by four springs, and readily yield to any pressure of the rollers, as they conform to the irregularities of ears of corn. The cob, after passed through the knives, enters a series of eight yielding scrapers, which remove therefrom the heart or kernel of the grain.

The cutting mechanism will adapt itself to any sized or shaped ear of corn, and will, it is said, cut the corn clear and clean from the cob in every instance, without mashing the grain, leaving the cob entirely clean, with no waste whatever. The shanks of the knives are slotted, and by "loosening" the bolts which hold them, they can be readily removed for sharpening.

The scrapers are all adjustable in their tension on the cob, and can be set to scrape more or less of the kernel, as may be desired; or, if preferred, they can be detached from the head. From the construction of the cutting head, it can be easily cleaned without removing it from the machine. The

course, he does not desire to lessen his expenses if it be at the expense of the quality of his goods. His corn must present a nice appearance in the can, and to gain this end it must be cut clean from the cob, not mutilated and mashed, and above all entirely free from particles of the cob.

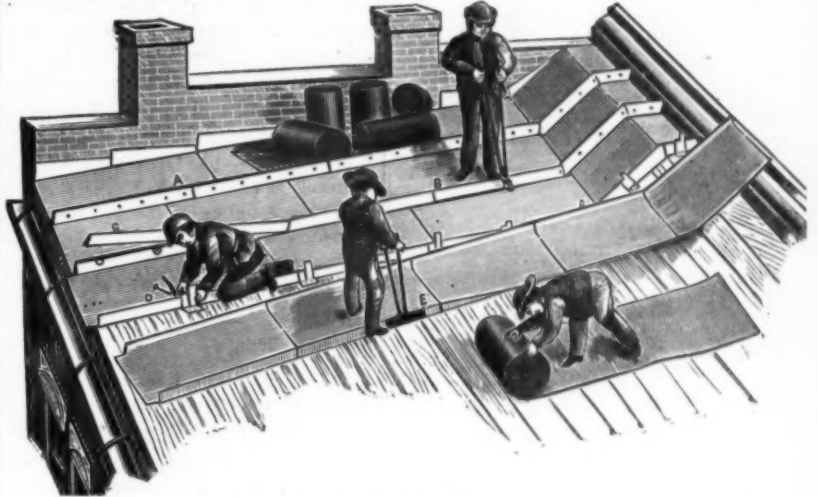
While packers of corn fully realize the necessity of machinery for doing their work—to enable them to curtail their expenses and thus meet the present low prices—a very important point is to select the cutter that will do the work the best and not depreciate the value of their goods. The superiority of corn properly cut by a machine over that cut by hand is now an indisputable fact; and the construction of a cutter that would perform its work equally well on large and small and irregular as

mechanism while at work, and facilitates the removal of any obstruction around the knives. This machine is made by the Warfield Manufacturing Co., of Baltimore.

Iron Roofing.

The accompanying cut shows Garry's cap roof in process of laying. This roofing is made by the Garry Iron Roofing Co., of Cleveland, Ohio. The manufacturers say of it:

It is made of refined box annealed iron. By our patent we avoid nailing or screwing the joints, which heretofore was a serious objection to iron roofs, for experience has proved that nail holes, though ever so well covered up, will sooner or later leak, and nailing and



GARRY'S CAP ROOF.

well as perfect ears, without "mashing" the grain and cutting the cob, has been a matter of great difficulty. This, the manufacturers claim, has been accomplished in the "Warfield Cutter."

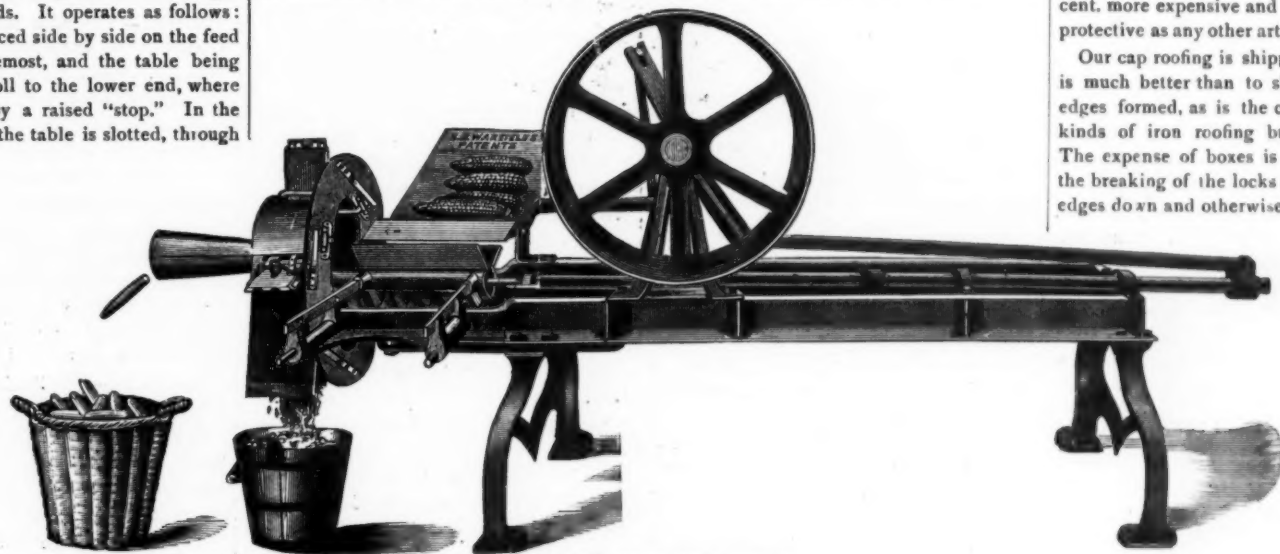
The use of this machine, they say, will not only largely reduce the cost of packing corn by its immense saving of labor, but will greatly enhance the value of the same, as the quality of the corn as cut by this cutter, they claim, is unequalled by any on the market, no matter by what means it may have been prepared.

The length of time that this machine has been in practical operation has enabled the inventor to correct and improve the minor defects which are usually found in machinery when first introduced, and all the "weak

screwing must, in all cases, prevent the necessary expansion or contraction. The anchors, or cleats, being of the same material as the roof, by our patent process of attaching the same, though perfectly secure, do not interfere with expansion or contraction. All the cross joints are locked and grooved, which allows expansion and contraction in an equal ratio, while perfectly water-tight. Our upright joints, capped and riveted, with the roof firmly flashed to side walls, become self-sustaining, and have in many instances preserved the neighboring buildings when roof-boards, rafters, etc. were burned away.

We use no other than the "metallic" and pure linseed oil to protect the iron from the atmosphere, which is from 75 to 100 per cent. more expensive and proportionately as protective as any other article in the country.

Our cap roofing is shipped in rolls, which is much better than to ship in sheets with edges formed, as is the case with all other kinds of iron roofing but the Garry cap. The expense of boxes is saved, and avoids the breaking of the locks and flattening the edges down and otherwise injuring the roof-



WARFIELD'S GREEN CORN CUTTER.

which a lifter passes, which is so constructed that at each backward stroke of the plunger it separates an ear from those on the table, and raises it above the stop, when it rolls from the lifter to the hopper, formed on the centerers. The lifter is so proportioned that the smallest as well as the largest ears are conveyed by it, one by one, to the hopper with perfect accuracy.

hood and shute are in two sections, fastened by thumb screws, and can be quickly removed when necessary.

Owing to the rapidly increasing competition in the canning business the profit on canned corn has become so small that no packer can afford to be without the best improvements which will materially lessen the expense in packing the article, but, of

points" having now been overcome, it is, the manufacturers say, not only perfect in its work, but is a practical piece of machinery as well.

The hood is open at the top and extends sufficiently high to keep the corn from scattering through the opening. This prevents "choking" and "clogging," and enables the operator to watch the cutting and scraping

ing, which saves time and expense in laying it.

Few persons realize the protection afforded during a violent thunder storm by being in a building covered with iron. Prof. Mitchell and other scientific men say that it is impossible for a building to be struck by lightning when covered with iron. You thereby save the expense of lightning rods.

CONSTRUCTION DEPARTMENT.

WE PUBLISH, every week, a list of every new factory, of whatever kind, projected anywhere in the South; every railroad undertaken, and every mining company organized. This information is always fresh, and, by enabling manufacturers to correspond with the projectors of such enterprises before their supplies of machinery have been purchased, is of great value. Manufacturers will find it to their interest to read this department carefully each week.

ALABAMA.

Alpine.—It is rumored that an iron furnace is to be built. If true, John Stores, of Montevallo, can give information.

Allsboro.—Samuel Thompson will develop iron ore mines.

Allsboro.—John A. Dennie will, it is said, increase the capacity of his lime works.

Anniston.—An ice factory is to be erected. Fred Balcons, Florence House, Birmingham, can give particulars.

Anniston.—Mr. Leak has sold his brick works to W. W. McAfee and will start new works.

Anniston.—Farran & McCraw have been awarded the contract to erect the four-story building on Noble street, for Mr. Constantine.

Anniston.—The Anniston City Land Co. will, it is understood, build the union depot lately reported to be erected. It will probably cost about \$30,000.

Ashville.—John B. Knox, T. S. Plowman and J. A. Savery, of Talladega; D. M. Rogers, Renfro; John Postell and John W. Inzer, have incorporated the Pell City Land Co., capital stock \$250,000. The object is to improve lands, establish manufactories and build a hotel at Pell City.

Atalla.—A stock company is being organized to build a storehouse 150x185 feet. J. S. Stewart can give information.

Atalla.—A \$10,000 company is being organized to build a college. J. W. Penn can give particulars.

Atalla.—The Anniston & Cincinnati Railroad Co., (office, Anniston) and several other railroad companies will build a large union depot.

Atalla.—It is reported that Eastman & Walsh will build three 100 ton iron furnaces and have commenced work.

Atalla.—Hughes & Jackson will start brick works with a daily capacity of from 25,000 to 35,000 brick. Have ordered machinery.

Bessemer.—H. F. De Bardeleben, of Bessemer, and J. A. Blaffer, J. A. Shakespear, and Adolph H. Siemen, of New Orleans, La., have incorporated the Bessemer Brick Co., capital stock \$50,000, to manufacture brick, tile, &c.

Birmingham.—The Alice Furnace Co. will rebuild the stack of one of their furnaces.

Birmingham.—Nalls, Leonard & McPoland have received the contract to erect a four-story building on Second avenue.

Birmingham.—The New York Manufacturing Co., capital stock \$50,000, has been incorporated to manufacture agricultural machinery, by F. W. Watkins, J. H. Smith and G. W. Wells.

Birmingham.—James A. Going, W. J. Frammell, J. H. Slaton and R. H. Pearson have chartered the Birmingham Flouring Mill Co., capital stock \$10,000, to operate a flour mill and sell and manufacture lumber.

Birmingham.—Thomas Mills and Mr. Ransom will organize a stock company to bore for oil.

Birmingham.—J. T. Terry, Sr., J. T. Terry, Jr., R. J. Terry and J. W. Reed have chartered the Terry Brick Works Co., capital stock \$10,000, to manufacture brick, tile, &c.

Birmingham.—The Alabama Ice & Cold Storage Co. has been formed to build an ice factory and a large cold storage warehouse, 100x200 feet. They have contracted for its erection.

Birmingham.—Felix Tremments, Charles Papin, A. Buresco and others, of New Orleans, La., and Thomas P. Randall, William K. Cornish, and F. E. Guedry, of Birmingham, have chartered the New Orleans, Birmingham & Natasulga Granite Co., capital stock \$35,000, to develop quarries, &c.

Birmingham.—Messrs. Heaton and Johnson, of Indiana, will, it is said, form a company to build an ice factory.

Birmingham.—The Louisville & Nashville Railroad Co. (office Louisville, Ky.) contemplate concentrating at Birmingham, their machine shops now at Nashville, Tenn., and Mobile and Montgomery, Ala. If carried out, locomotive and car works will be added.

Blountsville.—James W. Ellis will receive bids for building a courthouse until June 30.

Cleburne County.—It is rumored that the Arbacoochee gold mine has been purchased by C. C. Huckabee & Co., of Oxanna.

Decatur.—L. B. Wheeler has received the contract to erect a \$10,000 building.

Decatur.—Inman & Co., of New York, previously reported as contracting to build water works, will begin work about July 1.

Decatur.—Graber & Sons will add some new machinery to their planing mill.

Decatur.—The Mineral Paint & Granite Roofing Co., of Kansas City, Mo., will build large works at once. Will employ about 70 hands.

Decatur.—The Decatur Wire Fence Machine Co., capital stock \$25,000, has been organized. Secretary Decatur Land, Improvement & Furnace Co. can give particulars.

Decatur.—The Merchants Insurance Co., of Chicago, Ill., contemplate erecting a large four-story building at a cost of \$75,000.

Florence.—The report last week that the Florence Land, Mining & Manufacturing Co. will build a wharf, is incorrect.

Gadsden.—D. P. Goodhue will erect a steam laundry. Has ordered machinery.

Huntsville.—Another company has received permit to erect an electric light plant. The mayor can probably give information.

Isbell.—Iron ore mines are being opened by T. L. Fossick & Co.

La Fayette.—It is reported that O. A. Horne will build a telegraph line to Roanoke.

Mobile.—The Mobile & New York Steamship Co. will build a new wharf.

Mobile.—The Mobile, Birmingham & Navy Cove Harbor Railway Co., previously reported, have organized with W. H. Gasque as president, and Joseph J. Clemens, secretary. The capital stock is \$50,000 which may be increased to \$20,000 per mile. Surveys will shortly be made.

Montgomery.—The Florida & Gulf Land Co. has been organized with W. N. Reeves, of Eufaula, as president; J. B. Gay, vice-president, and J. H. Reeves, Eufaula, secretary and treasurer. The company own 158,000 acres of land in West Florida.

Montevallo.—The East Tennessee, Virginia & Georgia Railroad Co. will build a branch railroad from Montevallo to Blockton.

Oxford.—William H. Wood is opening an ophe mine.

Selma.—Charles A. Weiland will at once build a soap factory.

Selma.—It is probable that a stock company will be organized to build a union depot. The capital stock will not be less than \$50,000.

Sheffield.—The Sheffield Real Estate Co. will increase their capital stock to \$150,000.

Tuscaloosa.—J. J. Harris and others, reported last week as buying 100 acres of land and to start fire brick works, have organized the Edgefield Land & Improvement Co. J. J. Harris is president and R. N. Harris, secretary and treasurer.

Woodstock.—The Edwards Iron Co., reported last week as to put their furnace in blast, are repairing and enlarging it. They are building 100 coke ovens and will mine their own coal, iron ores and limestone.

ARKANSAS.

Antimony City.—It is reported that paint works will be erected. W. F. Hill, of Little Rock, can give particulars.

Bear.—The Kirkwood Mining Co. will reorganize and put in a plant of machinery.

Batesville.—Denie & Co., of Little Rock, will erect extensive lime works.

Crystal Springs.—The Lost Louisiana Mining Co. have bought the smelting and lead reduction works of E. R. Moffet, and contemplate increasing their capacity.

Dry Run.—The mill previously owned by the Dry Run Lumber Co., reported in this issue as burned, will be rebuilt.

Hope.—The Hope & Shreveport (La.) Railway Co., capital stock \$500,000, has been chartered to build a railroad about 50 miles long. The directors are J. T. West, W. Y. Foster, S. W. Bundrige, C. T. Short, Patrick Donnelly, R. M. Thompson and E. Alexander.

Hot Springs.—The Enterprise Mining & Smelting Co. has been organized with P. H. Ellsworth as president; H. Calhoun, vice president; E. F. Klein, secretary, and C. A. Bagley, treasurer. The authorized capital stock is \$3,000,000.

Hot Springs.—The Hartford Mining Co. are developing mines.

Hot Springs.—Turner & Remington, of Rosecommon, Mich., have purchased mining property and will probably develop.

Hot Springs.—The Little Hornet Mining Co. has been chartered with L. S. Thompson as president; M. Dorman, vice-president; J. M. McCollum, secretary, and Joseph Warrington, treasurer. The authorized capital stock is \$6,000,000.

Hot Springs.—Miller, Stearns & Co. will erect a two-story building, 32x165 feet.

Little Rock.—Louis Koers will build a two-story addition to his carriage factory and enlarge his repository.

Little Rock.—The Union Compress Co., capital stock \$100,000, has been organized with W. H. Wright, Logan H. Roots, M. G. Hall, S. O. Smith, A. P. Howell and H. P. Johnson as directors. Mr. Wright is president.

Little Rock.—The Little Rock Electric Light Co. will erect a new building for their plant.

Mammoth Spring.—J. M. Archer and others, reported last week as having bought the Mammoth Spring property and to establish a manufacturing town, have incorporated as the Mammoth Spring Improvement & Water-Power Co. Napoleon Hill, of Memphis, Tenn., is president; Ira D. Bronson, Fort Scott, Kan., vice-president; C. T. Walker, Little Rock, treasurer, and J. M. Archer, secretary and general manager. A cotton mill and flouring mills will soon be built.

Pettigrew Mills.—J. A. C. Blackburn, reported last week as contemplating erecting a roller flour mill, will also erect a circular saw mill.

Russellville.—Smith & Brown are erecting a foundry and machine shop.

FLORIDA.

Indian Springs.—The New York Contract Co., of New York, have been awarded the contract to grade and tie the Alabama, Florida & Atlantic Railroad from Indian Springs to Silver Springs.

Lake Helen.—George J. Scammell is putting additional machinery in his lumber mill.

Lloyd.—W. L. Bond will repair his oil mill and increase its capacity.

Palma Sola.—An ice factory is reported to be built.

Pensacola.—John Cosgrove, Henry Horsler, E. E. Saunders, Lazarus Kahn and R. H. Fries have chartered the Pensacola & Birmingham Railroad Co., capital stock \$300,000.

Tallahassee.—The St. Johns River, Lake Mir & Gulf Railroad Co. has been chartered.

Plant City.—Joseph Tillman and John G. McCall, of Quitman, Ga.; N. H. Sebring, Bronson, Fla.; W. H. Dial, Madison, Fla., and others, have incorporated the South Florida & Georgia Air Line Railroad Co. to build a railroad from Plant City or Lakeland, or both, to the Georgia State line.

Sanford.—The Sanford Water Works Co. will erect a new pump. They have let the contract for a reservoir to Louis McLain.

Silver Springs.—S. Bodie is erecting a hosiery factory.

Tallahassee.—The bills introduced in the legislature to incorporate the Ocala, Silver Springs & Park Street Railroad Co.; the Birmingham Railroad Co., and the Florida & Gulf Land Co. have become laws.

GEORGIA.

Albany.—A street railroad and water works are reported to be built. If true, the mayor can probably give particulars.

Americus.—The Davenport Manufacturing Co. will not move to Macon, as lately stated.

Athens.—Water works are contemplated, and will probably be built soon.

Atlanta.—The New South Woven Cord Furniture Co., lately reported as chartered by P. H. Shook, W. M. Scott and others, has a capital stock of \$50,000.

Atlanta.—A bill will be introduced in the legislature to authorize Fulton county to issue bonds to the amount of \$500,000 to improve public roads.

Atlanta.—John A. Fitten, Reuben Jones, T. M. Clarke, R. C. Clark, Louis Gholstin, A. H. Cox and others have chartered the American Railway Equipment Co., capital stock \$1,000,000. Its object is to buy, sell and manufacture railroad cars, &c.

Barnesville.—The Presbyterians will build a new church.

Griffin.—A proposition has been made to build gas and water works, which will probably be accepted. The mayor can give information.

Calhoun.—A large brick warehouse will be built. J. B. Johnson can probably give particulars.

Columbus.—The clothing manufactory reported last week as started by L. Meyer, will be enlarged by Meyer, Ball & Stern. From 150 to 200 hands will be employed.

Dublin.—Foster & McMillan, of Milledgeville, will start brick works.

Elberton.—The Elberton Air Line Railroad Co. contemplate changing their road to the standard gauge.

Forestville.—The Printup City & Forestville Street Railroad Co. will be organized by John C. Printup and others.

Hawkinsville.—Parker, Peacock & Co. have lately started a barrel factory.

Macon.—A company is being formed to erect an incandescent electric light plant.

Macon.—The Macon Construction Co., previously reported, have organized with W. B. Sparks as president; Jeff. Lane, vice-president and general manager, and H. L. Jewett, secretary and treasurer. They will soon begin work on the Georgia Southern & Florida Railroad.

Marshallville.—A fruit evaporating factory will be erected by A. L. Van Tassel.

McRae.—The contract to build the courthouse previously reported has been let to John Renwick, of Lumber City, at \$4,950.

Ringgold.—James R. Cravens is erecting a hub, spoke and wheel factory.

Sandersville.—S. S. Parsons is preparing to erect a planing mill and a sash and door factory.

Washington.—C. E. Wingfield will receive proposals for building a bridge until July 2. It is to be 100 feet long by 16 feet wide.

Watkinsville.—The county commissioners have rejected all bids for building the courthouse, previously reported, and will receive new bids until August 1.

KENTUCKY.

Augusta.—N. J. Stroube is putting roller machinery in his flour mill at a cost of \$9,000.

Covington.—The Fred. J. Meyers Manufacturing Co. will rebuild their iron works, reported in this issue as burned.

Henderson.—The Brandes Perfection Hame Co. has been chartered by H. B. Brandes, A. P. Floyd and E. T. Robards.

Henderson.—H. C. Dixon, S. H. Lambert, R. C. Soaper and James H. Letcher have incorporated the Trenton Rock Natural Gas, Mining & Manufacturing Co.

Hopkinsville.—J. T. Foard, of Nashville, Tenn., contemplates building a railroad to Columbus.

Hopkinsville.—A. B. Howard & Co., of Jeffersonville, Ind., have received the contract to build 15 miles of macadamized road for the Christian County Union Turnpike Road Co.

Louisville.—John Norris will erect a three-story brick building to cost \$14,000, and B. J. Clay a four-story brick building to cost \$20,000.

Louisville.—The Kentucky Natural Gas & Mining Co., capital stock \$250,000, has been organized with James S. Buchanan as president; C. H. Shield, vice-president, and H. H. Bullitt, secretary and treasurer. Will commence operations at once.

Louisville.—T. C. H. Vance, Harry Stuckay and others have chartered the Wakulla Spring Land Co., capital stock \$100,000, to buy and sell and improve land in Florida.

Olive Hill.—Fire-brick works are reported to be erected.

Winchester.—A cigar factory is to be established.

LOUISIANA.

Farmerville.—W. S. Pickens has erected a saw and grist mill.

New Orleans.—The Interstate Transportation Co., capital stock \$150,000, has been incorporated.

New Orleans.—The Covington & St. Tammany Land & Improvement Co. has been organized with Charles E. Black as president; James M. Thompson, first vice-president; Atwood Violet, second vice-president; George Moorman, secretary, and T. L. Airey, treasurer. Office at 25 Carondelet street.

New Orleans.—Kursheedt & Bienvenu have enlarged their marble works at 120 Camp street.

Rayne.—J. E. Morris and others have organized the Rayne Milling & Manufacturing Co., capital stock \$50,000, to build a rice mill.

MARYLAND.

Baltimore.—The Baltimore Brewing Co., capital stock \$150,000, has been chartered by Hart B. Holton, J. Frank Morrison, John Seng, Martin Reddington, Paul A. Seeger, James Scott and others.

Baltimore.—T. W. Merryman, 305 South Sharp street, will put in a 50-horse-power boiler and engine; George Gebelein, 731 North Castle street, a 16-horse-power boiler and engine; and the Clotworthy Chemical Co., a 50-horse-power boiler and engine in their baking-powder factory.

Elkton.—I. Day Carter is repairing his paper mills and will put them in operation.

Oakland.—G. W. Moon & Co. have started a bed spring factory.

Washington, D. C.—The Central National Bank will erect a fine building corner of Pennsylvania avenue and Seventh street.

MISSISSIPPI.

Biloxi.—Henry W. Hitchcock, of 2355 Boston street, Baltimore, Md., will start a canning factory.

Columbus.—Lowndes county will build a new jail. W. C. Richards can give particulars.

Yazoo City.—A steam grist mill is being erected by Swain & Hansmen.

NORTH CAROLINA.

Asheville.—The Transmontane Real Estate & Trust Co., previously reported as chartered, will shortly be organized to develop lands in Western North Carolina. C. M. McLoud is interested.

Charlotte.—W. W. Jackson has received the contract to grade part of the Charleston, Cincinnati & Chicago Railroad near Yorkville, S. C.

Charlotte.—Brem & McDowell and others have organized a stock company to establish tile, brick and sewer works. Are selecting a site.

Charlotte.—W. J. F. Liddell, D. A. Tompkins and others have formed a stock company to erect a large corn and feed mill. Will soon begin work.

Davidson College.—Stough, Cornelius & Co. will build a cotton factory near Davidson College.

Davidson College.—J. G. Hood and others will build a cotton factory.

Durham.—The Durham Furniture Manufacturing Co. have started a furniture factory.

Durham.—Goodwin & Co. have purchased a foundry and will move it to another location.

Durham.—The Faucett-Durham Tobacco & Snuff Co. have contracted for an addition to their factory, 38x76 feet.

Durham.—C. M. McLoud, of Asheville, contemplates building a street railroad.

Greensboro.—Julian S. Carr, of Durham, contemplates erecting a smoking tobacco factory.

Jarretts.—The North Carolina Talc & Marble Co., previously reported, will shortly erect mills for grinding talc, and contemplate erecting machinery to cut marble.

Lexington.—A canning factory is being built by L. C. Heynes.

Madison.—J. M. Gallaway contemplates developing mica mines.

Murphy.—J. H. Moore, of Nashville, Tenn., and T. T. Hillman, of Birmingham, Ala., have conditionally purchased iron and manganese lands.

Murphy.—The Valley River Mining Co. are preparing to develop their mineral lands.

Raleigh.—J. C. Brewster will build the sewerage system reported last week, and wants to purchase large quantities of terra cotta pipe.

Rutherfordton.—The stock company previously reported as formed to build a cotton factory have selected a site and will shortly begin work. S. P. Tanner and others, of Charlotte, are interested.

Salisbury.—Johnson & Ramsay will build a new and larger tobacco factory.

Salisbury.—W. A. Wright, representing the Brush Electric Light Co., is negotiating for the erection of a plant.

Shelby.—Anderson & Parrett will open and develop iron ore mines.

Taylorsville.—The town has voted to subscribe \$5,000 to the Statesville & Western Railroad.

Webster.—A plumbago mine, 6 miles from Webster, is being developed by Baltimore (Md.) parties.

Wilmington.—W. A. Bryan will build a large addition to his hotel.

Winston.—The Roanoke & Southern Railroad Co., previously reported as chartered, has been organized with F. H. Fries as president; F. J. Stone, first vice-president; William V. Lomax, second vice-president, and C. H. Fogle, secretary and treasurer.

SOUTH CAROLINA.

Clifton.—The Clifton Manufacturing Co., lately reported as to build an additional cotton mill, will build a short narrow gauge railroad to connect the two mills.

Columbia.—The Columbia, Newberry & Laurens Railroad Co. are advertising for bids for building the stone piers of their bridge across the Broad river.

Columbia.—The Tozer & Dial Machine Shops have been purchased by Lyles & Haynsworth for parties who will put them in operation.

Columbia.—The city has voted a \$40,000 subscription to the Columbia, Newberry & Laurens Railroad.

Edgefield.—O. O. Barr is rebuilding his saw mill reported last week as burned.

Fort Mill.—The name of the company previously reported as being organized to erect a cotton plaid factory is the Fort Mill Manufacturing Co.

Greenville.—There are prospects of a large cotton factory being erected by Northern parties.

Honea Path.—Angus J. Sitton has bought the Ware Shoals water-power for \$4,500 and will build a cotton factory.

Laurens.—A \$5,000 stock company has been organized to establish brick works.

Marion.—A cotton factory is talked of.

Newberry.—The city has, by a popular vote, subscribed \$10,000 to the Columbia, Newberry & Laurens Railroad.

TENNESSEE.

Chattanooga.—It is reported that J. R. Ryan and C. R. Gaskill are organizing a company to erect a planing mill and operate a brick-yard.

Chattanooga.—It is reported that parties are negotiating for the building formerly occupied by the Palmer Soap Works, with a view to starting a grist mill.

Cleveland.—W. C. Mansfield is repairing and improving his flour mill.

Cleveland.—Palmer, McDavis & Co. have purchased machinery to start a saw mill near Cleveland.

Crossville.—The Crossville Coal Oil & Gas Co. has, it is reported, been formed.

Erwin.—The Unaka Lumber Co. will, it is stated, build a railroad to Embreeville. The Embreeville Iron Works are to continue it to Jonesboro.

Jonesboro.—J. J. Hunt will build a wagon factory.

Jonesboro.—G. W. Bolinger will build new and larger machine shops.

Knoxville.—The Marietta & North Georgia Railroad Co., (office, Marietta, Ga.) lately reported as to extend their road, will build an iron bridge to cost about \$100,000.

Knoxville.—Parties from Iowa will establish a tannery. The secretary chamber of commerce can give particulars.

Knoxville.—S. & S. E. Barker have organized the Knoxville Lime Works.

Knoxville.—Ferguson & Bearden have erected a sash and blind factory.

Knoxville.—W. R. Tuttle, G. R. Eager, J. W. Jackson, Alexander A. Arthur and M. L. Ross have incorporated the Knoxville Southern Railway Co. Its object is to build the extension of the Marietta & North Georgia Railroad, previously reported, in Tennessee.

Knoxville.—The Knoxville City Mills are erecting an elevator at a cost of \$10,000.

Manchester.—There is talk of building water works.

Memphis.—H. M. Nee'y will shortly erect a \$25,000 residence on Adams street.

Shelbyville.—W. Couch is leasing oil lands with a view to developing.

TEXAS.

Atlanta.—W. A. Scott, T. L. L. Temple and M. D. Gringsby have chartered the Atlanta Lumber Co., capital stock \$30,000.

Bowie.—The city council will issue \$4,000 of bonds to drill an artesian well and build water works.

Bowie.—W. A. Huffman, of Fort Worth, will build a 75-barrel roller flour mill.

Burnet.—It is stated that A. R. Johnson contemplates building water works.

Cleburne.—The contract to extend the Gulf, Colorado & Santa Fe Railroad from Cleburne to Weatherford, about 42 miles, has been awarded to Ricker, Lee & Co., of Galveston.

Corsicana.—The contract to build the extension of the St. Louis, Arkansas & Texas Railroad from Corsicana to Hillsboro has been let to Roche & Tierney. They have sub-let 5 miles to H. W. Holden.

Corsicana.—A wood and willow-ware factory will probably be built. The mayor can give particulars.

Corsicana.—The name of the company reported last week as formed to build a cotton factory is the Central Texas Co-operative Association.

Dallas.—The Farmers' Alliance, lately reported as selecting a site to build a flour mill, will organize a \$100,000 stock company. P. S. Brown, secretary, can give information.

Dallas.—A new city hall is to be built. The mayor can give particulars.

Dallas.—The Dallas, Archer & Pacific Railway Co., capital stock \$1,000,000, has been chartered to build a railroad from Dallas to Archer county, 120 miles, by George F. Alford, William M. Griggs, E. M. Reardon and others. A construction company is being formed to build the road.

Dallas.—Haralson & Sharp have received the contract to grade nearly 8 miles of streets at Oak Cliff.

Dallas.—The Dallas & Oak Cliff Elevated Railway Co. have let the contract to build an iron bridge across the Trinity river to the Missouri Valley Iron Bridge Co., of Leavenworth, Kan.

Denison.—J. E. Streeper, T. B. Hanna, W. A. Tibbs, A. R. Collins, J. R. Carr, E. T. Harkaway and George Brown have incorporated the Denison Natural Gas, Coal & Mining Co., capital stock \$60,000.

Denison.—Work has been commenced on the Denison, Bonham & New Orleans Railroad.

Denison.—Levo & Deseque have received the contract to furnish ties for the Denison, Bonham & New Orleans Railroad, previously reported.

El Paso.—Mr. Mayer, of Camden, Ark., will erect an opera house to cost about \$60,000. Bids are being received,

Fort Worth.—W. H. H. Laurence, William Capps, C. J. Swasey, G. C. Battle, R. E. Maddox and B. C. Evans have chartered the Fort Worth Water Power & Manufacturing Co., capital stock \$250,000.

Fort Worth.—A company has been formed to start the horse collar factory, previously reported, with W. F. Lake, Max Elser, S. M. Fry, James Harrison, T. H. Roe and others as directors. The capital stock will be \$20,000.

Fort Worth.—It is stated that the Cumberland Presbyterian Church will erect a new edifice to cost \$20,000.

Fort Worth.—O. W. Crawford has been prospecting with a view to starting a roofing factory either at Fort Worth or Dallas.

Fort Worth.—The Edison Electric Light & Power Co., capital stock \$50,000, has been chartered by J. J. Watkins, Samuel J. Hunter, T. T. Cronise and Max Elser.

Fort Worth.—The building of a paper mill is being agitated.

Fort Worth.—A soap factory, 50x150 feet, has been erected. The W. A. Huffman Implement Co. can give particulars.

Fort Worth.—A stock company is being organized to locate extensive stock yards. Have purchased 165 acres of land. George B. Hendricks can give particulars.

Fort Worth.—The St. Louis, Arkansas & Texas Railroad Co. have purchased a site for their depot, round-house and machine shops.

Galveston.—The Galveston City Street Railway Co. are extending their lines.

Granbury.—J. W. Day, of Fort Worth, will build the ice factory reported last week. Will be in operation by August 1 and have a daily capacity of 1½ tons.

Houston.—The Southern Pacific Railroad Co. are now moving their machine shops from Algiers, La., and San Antonio and El Paso, Texas, to Houston.

Houston.—J. Zeigler & Co. will move their cotton pickery to another location and add considerable new machinery.

Marshall.—Carter & Copeland, previously reported as starting a broom factory, will erect a large building for their factory.

Rusk.—Mr. Blevins is purchasing ore and timber lands for St. Louis parties who contemplate, it is said, building an iron furnace.

Rusk.—R. B. Reagan and Mr. Henderson, of Tyler, are each purchasing iron ore lands.

Sherman.—The St. Louis, Arkansas & Texas Railroad Co., (office, St. Louis, Mo.,) have prepared plans for their depots, warehouses, &c., and will soon award contracts. T. Randolph can give particulars.

Tyler.—A cotton factory is to be built by the Farmers' Alliance.

Wacon.—The Daily Advance Publishing Co., capital stock \$20,000, has been chartered by J. B. Cranfill, J. I. Moore, F. A. Blair and others.

VIRGINIA.

Atkin's Tank.—The Cambria Iron Co., of Johnstown, Pa., have purchased the manganese property of Mr. Long, 5 miles from Atkin's Tank, and will develop it.

Barren Springs.—H. Clarke has opened a barytes mine.

Brentsville.—A stone quarry has been opened. Mr. Spragle can give information.

Central, (P. O., Lovely Mount.)—J. H. Tyler and Mr. Heth have started a brick-yard.

Low Moor.—The furnace of the Low Moor Iron Co. has been blown out for repairs.

Martinsville.—A foundry and machine shop has been started by T. W. McCabe.

Norfolk.—J. V. Kiernan has added new machinery and tools to his sheet metal works.

Portsmouth.—Brittingham & Tee have received the contract to erect a building for H. Kern, to cost \$24,500.

Raphine.—James E. A. Gibbs will double the capacity of his roller mill for grinding corn.

Raphine.—Arrangements have been made for the erection of a foundry and machine shop later in the year. James E. A. Gibbs can give information.

Roanoke.—J. M. Gambill, Joseph A. Gale, W. K. Andrews, G. L. Bennett, James B. Andrews and others have chartered the Park Land & Improvement Co.

Roanoke.—D. S. Layne, of Lexington, has received the contract to erect a school to cost about \$6,000.

Tazewell C. H.—Tazewell county has, by popular vote, subscribed \$50,000 to the Virginia Western Railroad.

Walker's Ford.—Mr. Nutall is preparing to develop his iron ore mines.

WEST VIRGINIA.

Charleston.—The Big Sandy, Tug River & Twelve Pole Railroad Co., capital stock \$500,000, has been chartered to build a railroad from Ceredo to the Kentucky State line, with several branches.

Point Pleasant.—The Ohio Valley Construction Co. are receiving bids for building the roundhouse previously reported.

Terra Alta.—J. W. Rigg & Son will move their woolen mill from Morgan's Glade to Terra Alta.

Wheeling.—The Ohio River Railroad Co. (office, Parkersburg,) will receive bids for building a roundhouse until June 20.

BURNED.

Covington, Ky.—The iron works of the Fred J. Meyer Manufacturing Co., damaged about \$30,000 by fire.

Grafton, W. Va.—The factory of the Excelsior Furniture Co., near Grafton.

Dry Run, Ark.—The lumber mill previously owned by the Dry Run Lumber Co.; loss about \$12,000. Will be rebuilt.

North Landing, Va.—The large saw mills of Reeves, Oatman & Co.

Paris, Tenn.—The heading factory and cotton gin of Dobbins & Parker; loss on building and machinery \$3,000.

Apalachicola, Fla.—The floating saw mill of Swindall Bros.; loss \$50,000.

Farmerville, La.—The gin and mill of H. S. Wall.

To Erect Flour and Saw Mills.

PETTIGREW MILLS, ARK., June 10, 1887.

Editor Manufacturers' Record:

I have lately bought the best water power in the State. It is on King's river. It has an old time sash, saw mill and grist mill now on it, and I will in the near future build a new mill on it, putting in short roller system and circular saw mill, as there is plenty of pine on the land. I would improve at once, but I am running four steam saw mills and planers and it keeps me busy to see after them. I own 13,000 acres of pine land.
J. A. C. BLACKBURN.

Building Planing Mill and Box Factory.

KNOXVILLE, TENN., June 13, 1887.

Editor Manufacturers' Record:

We are building a planing mill and box factory at this place. POTTER & JESTICS.

ATALLA, ALA., June 11, 1887.

Editor Manufacturers' Record:

A stock company was formed, with \$10,000 capital, to build a boarding college of brick two stories high. Nearly all the stock was taken. The ground was purchased and the building is to be completed by September 1st. We propose making this one of the best colleges in the South.

JAMES W. PENN, Sec.

Machine Works Needed.

ATLANTA, GA., June 7, 1887.

Editor Manufacturers' Record:

One of the most pressing wants of Atlanta in a manufacturing line is that of modern first-class machine works. Extensive works with modern machinery and appliances for doing all kinds of work promptly and cheaply, in the hands of experts, and backed with ample working capital, would have a wide and profitable field of operations. With the large number of new manufacturing enterprises that are being established in this and adjoining States, the demand for new machinery of all kinds is very great, and rapidly increasing. The demand for repairs is also very great and pressing, it frequently occurring that machinery requiring repairs has to be shipped long distances to the original maker, incurring not only a heavy expense in the shipment, but a still heavier one in the loss of time.

E. HULBERT.

Improving Brick Works.

MILLEDGEVILLE, GA., June 10, 1887.

Editor Manufacturers' Record:

We have added to our plant a tramroad with patent dumping cars to haul clay, a 25-horse-power engine, one clay disintegrator, one of Morrison's patent kilns, and intend building two more; also intend adding a dryer to dry brick—in fact, our intentions are to have a first-class yard, and to turn out first-class material. We intend starting a new yard at Dublin, in this state. Mr. Samuel Walker has decided to build a water works to furnish our city with water, and there is no doubt of his carrying the project through successfully.

FOSTER & McMILLAN.

A Natural Gas Company.

RICHMOND, KY., June 6, 1887.

Editor Manufacturers' Record:

The Richmond, Ky., Natural Gas Co. is organized and will soon begin work, with a capital stock authorized by a charter of the legislature of \$100,000.

D. P. ARMER, Secty.

Building an Elevator.

KNOXVILLE, TENN., June 13, 1887.

Editor Manufacturers' Record:

The City Mills, of Knoxville, Tennessee, are erecting an elevator at the cost of \$10,000.

H. T. COOPER.

Brick Works.

ATALLA, ALA., June 13, 1887.

Editor Manufacturers' Record:

We intend to start a brick yard in a very short time as we now have our machinery ordered, and its capacity will be 25,000 to 35,000 per day.

HUGHES & JACKSON.

JONESBORO, TENN., June 7, 1887.

Editor Manufacturers' Record:

Mr. J. J. Hunt, a wholesale and retail hardware man, is going to build a large wagon factory, and wants some experienced wagon maker with some means for a partner. I came to Jonesboro about one year ago and embarked in the manufacture of portable mills and other milling machines in a small way with limited means, and have built up a trade, and am now three months behind with orders, and will be compelled to build new shops to meet my trade. This place needs a 100-hundred barrel roller flouring mill, and the citizens will take stock in one of that size. I understand parties are making arrangements to start up the old Embreville Iron Works. When that is done Jonesboro will have another railroad. The Unaka Lumber Co. will build a railroad from Erwin to Embreville, and the Embreville Iron Works will build from there to Jonesboro.

G. W. BOLINGER.

Will Start Knitting Factory.

GREENEVILLE, TENN., June 6, 1887.

Editor Manufacturers' Record:

We expect to start a mill of 15 or 20 knitters by the 1st of July. The machinery is nearly all bought or under contract. The house and engine are now ready. We will manufacture only seamless hosiery of wove, cotton and lisle thread.

J. A. GALBRAITH & SON.

Rebuilding Saw Mill.

EDGEFIELD, S. C., June 6, 1887.

Editor Manufacturers' Record:

I have begun to rebuild my mill, and think that I will be running by the 25th inst.

O. O. BARR.

Will Add Machinery.

DECATUR, ALA., June 10, 1887.

Editor Manufacturers' Record:

We have moved our mill from Athens to Decatur, Ala., and will add 1 7-inch molder, 1 shaper, 1 turning lathe, 1 hand planer and 1 exhaust fan, making it a complete house-builders' manufacturing shop.

GRABER & SONS.

WINFIELD, PUTNAM CO., W. VA., }
June 7, 1887. {

Editor Manufacturers' Record:

We are opening our clay to have it tested. If it proves to be good we will make fire-brick and tiling to start on. We have a 14-foot vein of what is pronounced good fire-clay within a stone's throw of the K. & O. R. R. and Kanawha river. Dr. Thompson also is opening a vein of 17 feet of pretty much the same quality. What he proposes to do in the way of working it I do not know. Both of the above veins are at Red House.

CHRISTY & SWITZER.

WHEELING, W. VA., June 10, 1887.

Editor Manufacturers' Record:

We have recently organized the Bessemer Limestone Co.

F. J. HEARNE.

Will Rebuild Lumber Mill.

MADISON, ARK., June 7, 1887.

Editor Manufacturers' Record:

My mill and most of the high-graded lumber was burned. The loss is about \$50,000; no insurance. Will rebuild at once. Am cleaning off yard now. This is the 4th heavy burn I have sustained.

H. BLINN.

JACOB'S FORK, N. C., June 7, 1887.

Editor Manufacturers' Record:

I have added circular saw to my old water mill, with a turbine water wheel.

R. M. WHITENER.

GAINESVILLE, GA., June 8, 1887.

Editor Manufacturers' Record:

I am building a two-story brick school building, 50x80 feet, chapel below, school-rooms above.

A. W. VAN HOOSE.

ATHENS, GA., June 6, 1887.

Editor Manufacturers' Record:

We are now putting material on the ground for a new warehouse, 75x90 feet.

ATHENS FOUNDRY & MACHINE WORKS.

BREWTON, ALA., June 6, 1887.

Editor Manufacturers' Record:

Our two-section dry kiln was burned on May 31st. We will rebuild at once; in fact, have perfected plans for the new construction.

BLACKSHER BROS.

MANSION, VA., June 11, 1887.

Editor Manufacturers' Record:

I intend going into the canning business. Am building and making arrangements accordingly, but it will be on a small scale the present year.

W. J. CANADA.

Will Erect a Saw Mill.

SCOTTSVILLE, KY., June 8, 1887.

Editor Manufacturers' Record:

J. M. Evans and myself propose shortly erecting a saw mill with capacity to cut 20,000 feet of hardwood per day. Will not have a planer. Will also open a good size lumber yard, and deal in lumber, outside of what we cut. Thompson & Davidson have recently started a saw mill and planer.

R. S. EVANS.

COLUMBIA, TENN., June 9, 1887.

Editor Manufacturers' Record:

The company has not yet been organized for boring for natural gas, but arrangements are being made and organization perfected in a short time. The outlook is most flattering.

J. T. CRAIK.

To Mine and Manufacture Kaolin.

AIKEN, S. C., June 7, 1887.

Editor Manufacturers' Record:

The Craig Kaolin Co., with a capital stock of \$15,000, has been organized for the purpose of mining and manufacturing kaolin, etc., with Hon. Claude E. Sawyer as president. We propose to build tramway to railroad for the purpose of shipping same.

JOHN T. GASTON, Sec'y and Treas.

BURNET, TEXAS, June 7, 1887.

Editor Manufacturers' Record:

The Marble Falls Manufacturing Alliance have purchased for \$100,000 the water-power at the Marble Falls. The town lots of the Marble Falls city will be sold on July 12. The alliance propose to put up a general manufactory at once, and will lay the corner stone on 12th inst.

A. R. JOHNSON.

A Canning Factory.

FORT SMITH, ARK., June 7, 1887.

Editor Manufacturers' Record:

We have every reason to be encouraged. We have a fine roomy factory on cheap order, but can do as much work as a more costly building. It is arranged with reference to convenience, and we have all improved machinery. We are working directly to economy and aiming to do a large business in future, as we know this is a fine location for our business, having good outlet to Texas, Mexico and Colorado, and this is the natural country for tomatoes, corn and peas.

FORT SMITH CANNING CO.

BIRMINGHAM, ALA., June 6, 1887.

Editor Manufacturers' Record:

We have the contract for making the castings (not machinery) for the Trussville furnaces, for whom J. H. McCune is superintendent. Business lively. Are increasing our capacity for making cast-iron pipe.

BIRMINGHAM IRON WORKS.

Added New Machinery.

ROANOKE, VA., June 11, 1887.

Editor Manufacturers' Record:

We have during the year 1887 added to our machinery in not only the smith shop, but machine shop, planing mill and foundry, new tools to the extent of \$14,000, which increases the capacity of our output to fully 50 per cent. above what it was prior to the addition of these tools.

ROANOKE MACHINE WORKS.

Enlarging Tobacco Factory.

DURHAM, N. C., June 10, 1887.

Editor Manufacturers' Record:

We are going to increase our factory by an addition, which will be 140x38 feet and 4 stories high. Have commenced, and expect to get it finished in about 4 weeks.

THE FAUCETT-DURHAM TOBACCO & SNUFF CO.

Oil Mills to be Improved.

BRENHAM, TEXAS, June 8, 1887.

Editor Manufacturers' Record:

Our improvements will be of such a nature that it is impossible for definite description at present. They will consist of adding two suction elevators, boiler, electric lights, extensions to buildings and other numerous alterations, and probably as many as 35 carloads lumber will be used, besides other material, etc.

BRENHAM OIL MILL.

Building Roller Flour Mill.

STANFORD, KY., June 9, 1887.

Editor Manufacturers' Record:

A stock company has been formed here to build a fine 75-barrel roller flour mill, and I am employed as superintendent, both in erecting and operating same, at a salary, besides being one of the largest stockholders. Expect to have it in full operation in course of ten days.

W. N. POTTS, Supt.

DALLAS, TEXAS, June 8, 1887.

Editor Manufacturers' Record:

We intend erecting a 2-story club-house, but plans are not yet completed. Expect to have an elegant structure; all modern improvements.

YOUNG MEN'S HEBREW ASSOCIATION,
J. I. LIRCH, Sec'y.

DALLAS, TEXAS, June 9, 1887.

Editor Manufacturers' Record:

I have let the contract to build a brick building in this city, to cost \$17,000.

W. L. WILLIAMS.

Fruit Evaporating Factories.

MARSHALLVILLE, GA., June 10, 1887.

Editor Manufacturers' Record:

I shall also build at Fort Valley 3 large evaporators this season, and next year will increase the numbers sufficient to evaporate the peaches a full crop of fruit will give me. I shall build at Marshallville this year 3 large size evaporators, and shall increase the number hereafter.

A. L. VAN TASSEL.

Saw Mill.

ATLANTA, GA., June 9, 1887.

Editor Manufacturers' Record:

Messrs. Palmer, McDavis & Co., Cleveland, Tenn., have purchased of Russell & Co. one 20 horse-power saw mill outfit, and will operate same near Cleveland.

J. W. DUNN.

Improved Flour Mill.

RIPLEY, TENN., June 10, 1887.

Editor Manufacturers' Record:

We have refitted. Work just completed. Changed from burr to roller mill of 80 barrels capacity.

MCKINNEY, NEAL & JOHNSTON.

GALVESTON, TEXAS, June 9, 1887.

Editor Manufacturers' Record:

We commenced about a month ago the construction of a large marine ways capable of hauling out 2,000 ton vessels, to cost some \$40,000, of same size as the Camden ways, N. J. They will be completed by 1st of September we think. They run down into 22 foot of water in the channel foot of 16th street, and haul a vessel out 450 feet on to dry land. GALVESTON WHARF CO.,

JOSEPH AIKEN, Secty.

WETUMPKA ALA., May 7, 1887.

Editor Manufacturers' Record:

I am in charge of the mills enlarging and improving them and putting in new machinery, and laying logging wood to dump into river.

WETUMPKA LUMBER CO.,
H. W. CLARK.**Cotton Manufacturing at Columbus—Mills Enlarging.**

COLUMBUS, GA., June 9, 1887.

Editor Manufacturers' Record:

The following are the mills that manufacture cotton in the city of Columbus, Ga., with the number of spindles and looms they are running:

	Spindles.	Looms.
Eagle & Phenix Manufacturing Co.	46,100	1,600
(Also 7 sets woolen machinery.)		
Columbus Manufacturing Co.	4,600	136
Muscogee Manufacturing Co.	7,000	560
Steam Cotton Mills	4,000	400
Swift Manufacturing Co.	10,000	400
Clegg Manufacturing Co.	100	100
Pearce Building, new	50	50
Mitchell & Co., manufacturing Mitchell quilts	5	5
	71,700	2,801

The Swift Manufacturing Co. 2 years ago erected their building, and started with 325 looms. They are now putting in 75 more looms and 10,000 spindles, which will be in operation on 1st of September. Muscogee Manufacturing Co. are now erecting an additional building, and will add 300 looms and 1,000 spindles, with preparatory machinery. They say it will be ready to start 1st of October.

JOHN KING.

To Manufacture Fertilizers.

SOCIAL CIRCLE, GA., June 6, 1886.

Editor Manufacturers' Record:

We have organized a company for the production or manufacture of fertilizers, myself as manager.

W. A. KELLY.

To Build a Flour Mill.

DALLAS, TEXAS, June 6, 1887.

Editor Manufacturers' Record:

The Dallas County Alliance intend to build a flour mill. A charter has been obtained and nearly all the stock raised. Capital stock \$100,000.

P. S. BROWDER, Secty.

Erecting a Foundry.

RINGGOLD, GA., June 9th, 1887.

Editor Manufacturers' Record:

A foundry is now being erected in this place by Cravens & Co.

R. M. MORRIS.

PEDLAR MILLS, VA., June 9, 1887.

Editor Manufacturers' Record:

There is talk of a canning factory being started at this place, which we hope to have in operation at an early day. We have organized an express company at this place (to be called the Pedlar Mills Local Express Co.) to be run between this place and Pedlar Station, on the Richmond & Allegheny Railroad.

M. D. RAY.

COLUMBIA, TENN., June 7, 1887.

Editor Manufacturers' Record:

We have opened a carriage factory in this place.

MARTIN & COX.

ROANOKE, VA., June 11, 1887.

Editor Manufacturers' Record:

The name of our company recently formed is the Park Land & Improvement Company.

J. M. GAMBILL.

Gasoline Engine Wanted.

RALEIGH, N. C., June 11, 1887.

Editor Manufacturers' Record:

Is there such a thing in the market as an engine that can be run by gasoline or kerosene? I wish a small engine that can be put in a window to run coffee mill or fly fan.

A. B. STRONACH.

A Starch Factory.

ATLANTA, GA., June 9, 1887.

Editor Manufacturers' Record:

The Magnolia Starch Co. is considered by the writer a permanent fixture in Atlanta, although the enterprise is yet in its infancy, and may never live to grow up.

H. J. LAUNT.

To Build Furnaces.

ATALLA, ALA., June 11, 1887.

Editor Manufacturers' Record:

Messrs. Eastman & Walshe are at work on the three 100-ton furnaces they propose erecting at this place. A stock company is being organized to build a brick store house 150x180 feet two or three stories high on 5th avenue. J. S. Stewart can give information. The A. G. S. R. R., Rome & Decatur, Tennessee & Coosa R. R., the Anniston & Cincinnati, and Atalla & Gadsden will erect an enormous union depot at Atalla soon.

J. W. PENN.

Building Iron Furnaces.

BIRMINGHAM, ALA., June 9, 1887.

Editor Manufacturers' Record:

The Birmingham Furnace & Manufacturing Co. are now building their furnaces at Trussville (Birmingham district), capacity 100 tons each; capital stock \$1,500,000. The Birmingham Land, Tanning & Manufacturing Co. have completed their tannery, and are now turning out leather of superior quality; capacity 20,000 lbs. leather per month.

R. D. SMITH, Sec'y.

New Enterprises at Knoxville.

KNOXVILLE, TENN., June 10, 1887.

Editor Manufacturers' Record:

A company has been organized here to bore for oil and gas, under name of the Knoxville Petroleum & Fuel Co., with R. Z. Roberts, president, F. J. Leland, vice president and C. M. Funck, secretary and treasurer. I am one of the directors. Ferguson & Bearden just finished a sash mill and blind factory at a cost of \$6,000. Haynes & Hensen just finished a five story wholesale boot and shoe house; cost \$12,000. Knoxville Car Wheel Co. building addition to their works; cost \$5,000. The Third National bank are just finishing a new building, all of Knox county marble, to be occupied by July; the Knoxville Lime Works by S. and E. S. Barker is just organized. A company is being organized to erect a large tannery; all the stock is taken; some new marble quarries are being opened in Knox county.

H. T. COOPER.

Road Machine Wanted.

TUSCALOOSA, ALA., June 9, 1887.

Editor Manufacturers' Record:

I want the address of one or more reliable houses from whom I could get a road leveler or scraper.

W. W. HILL, Gen'l Man.

T. & C. H. R. E. & MFG. CO.

RUSK, TEXAS, June 4, 1887.

Editor Manufacturers' Record:

The agent for the St. Louis Iron Company has about completed his purchase of 20,000 acres of ore land in this, Cherokee county, and the agent of another company is in the field. On an iron ore ridge, running through Rusk and about 3 miles north of town, is a Chalybeate spring that is fast gaining reputation as a health resort. About 40 lots have been sold around the spring, and there is a big opening for a fine hotel.

CHAS. H. MARTIN.

GUSEMAN, W. VA., June 10, 1887.

Editor Manufacturers' Record:

We will move our woolen mill to Terra Alta from Morgan's Glade. We expect to build a brick building, to put our machinery in, this summer; the size of building will be 74x54 feet, 2 stories high with an attic.

J. W. RIGG & SON.

Proposals Invited.

PARKERSBURG, W. VA., June 13, 1887.

Editor Manufacturers' Record:

Proposals will be received until June 20 for building round-house at Wheeling.

GEO. W. THOMPSON, Prest.

Cotton Factory to be Built.

CORSICANA, TEXAS, June 9, 1887.

Editor Manufacturers' Record:

It is our intention to put up a cotton factory at this place. W. N. KENNER, Agent.

To Develop Oil Lands.

SHREVEPORT, LA., June 10, 1887.

Editor Manufacturers' Record:

I and others have organized a company with \$100,000 capital to develop oil and mineral land in Texas just west of us. We have the finest lubricating oil that flows from the ground in natural state on earth, so said. We are getting our machinery now and will soon be boring to locate the best paying deposits. N. GREGG.

Remodeling Flour Mill.

AUGUSTA, KY., June 9, 1887.

Editor Manufacturers' Record:

Mr. N. J. Stroube is tearing out his old flour mill machinery and will put in roller process at a cost of \$9,000.

W. P. CAMPBELL.

ATHENS, GA., June 7, 1887.

Editor Manufacturers' Record:

We now have under consideration the subject of sewerage system for our city. Nothing definite yet on account of our water works. We must have sewerage.

A. H. HODGSON.

DAHLONEGA, GA., June 7, 1887.

Editor Manufacturers' Record:

The Gainesville & Dahlonega Railroad (work on which has been suspended for 2 years past) will likely be pushed to completion during the year. It will be 26 miles long, and penetrates the gold and iron belts of Northeast Georgia.

W. P. PRICE, President.

FORT WORTH, TEXAS, JUNE 9, 1887.

Editor Manufacturers' Record:

The East Fort Worth Town Co., chartered and organized, capital stock \$150,000, owns 415 acres land east of and adjoining city. Have made same an addition to city, and making improvements in way of park, streets and beautifying grounds. Stockholders mostly railroad people of different systems centering here. ZENO C. ROSS, Manager.

SAVANNAH, GA., June 7, 1887.

Editor Manufacturers' Record:

I have agreed to complete the Savannah & Tybee Railway by August 1st, and to allow the company to put on 3 daily trains between Savannah and Tybee island on June 25th. Am now at work with about 250 men and three trains, which forces will be increased daily. Will get through on time, barring strikes and very bad weather.

LOUIS McLAIN.

TUSKALOOSA, ALA., June 7, 1887.

Editor Manufacturers' Record:

We have discovered extensive beds of what appears to be very fine fire clay in the vicinity of the city, and tests are being made with it. If these tests result satisfactorily, as it is supposed they will, we expect that several companies will be formed for the manufacture of fire as well as common brick. We are in correspondence with several practical brick makers, who are investigating with reference to a location. We are also prospecting as regard water works, but as yet have not let the contract.

TUSKALOOSA COAL, IRON & LAND CO.

W. C. JEMISON, President.

RAPHINE, VA., June 11, 1887.

Editor Manufacturers' Record:

I built a small grain elevator at this place last summer, which has been so well patronized that I will this summer build an addition of 50 per cent. to it, and double the separating capacity for cleaning wheat. I also am about to double the grinding capacity of my roller process mill for grinding corn. There is a creamery in course of erection at this place by a joint stock company, with a starting capital of \$3,500. Arrangements are also made for the erection of a foundry and machine shop this fall, and several new dwellings are in course of erection, so that the sound of the carpenter is abroad in the land. JAS. E. A. GIBBS.

Cotton Machinery FOR SALE.

The Machinery of a 6,000 Spindle Spinning Mill, consisting of Openers, Cards, Railway Heads and Troughs, Drawing Frames, Slubbing Intermediate, Roving, Spinning and Twisting Frames. All in first-class condition. For particulars apply to

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The Roanoke Navigation & Water-Power Company, at Weldon, North Carolina, propose to let to contract certain

CLEARING, EARTH-WORK, &c., in the restoration of their property. Plans and specifications of the work to be done can be seen at the office of Harrison Waite, Petersburg, Va. Specifications and forms of contract can be seen at the office of the undersigned, in Warrenton, N. C. Mr. W. E. Daniel, at Weldon, N. C., will go over the line of the work with persons desiring to examine the same. Sealed proposals for the whole or any specific part of the work to be done, will be received addressed to the undersigned until 15th day of July, 1887, at which time the bids will be opened. The right to reject any or all reserved.

S. P. ARBINGTON, Sec. and Treas.

For Sale

1 No. 25 Bradley Cushioned Hammer \$225

1 No. 7 Sturtevant Fan with counter-

shaft and lot blast pipe, pulleys, &c.. \$100

7 Pipe-Threading Machines (power) \$275

Thread from 1/2 to 2-in. pipe Can

be adjusted with dies to thread

bolts same size.

Address,

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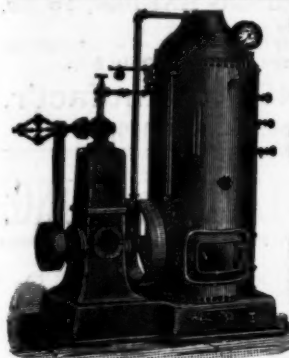
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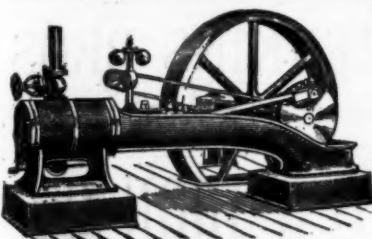
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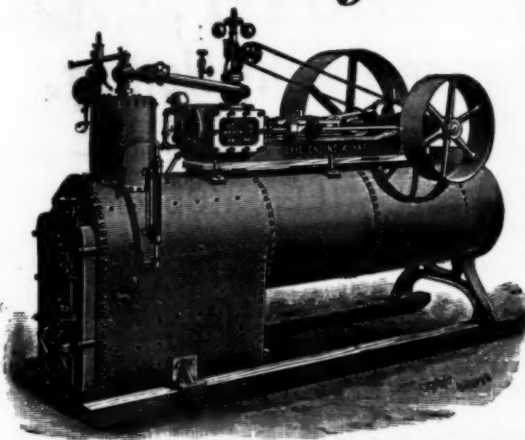
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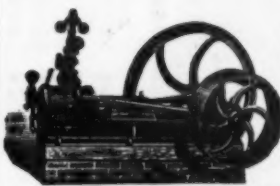
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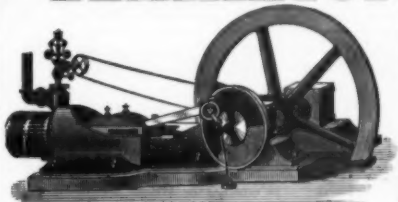
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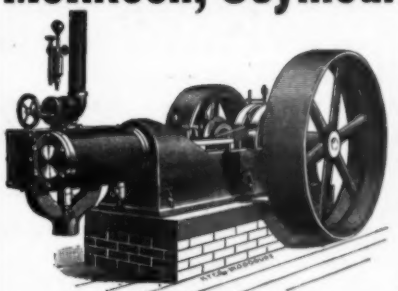
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Anniston Mfg. Co., Anniston Ala.
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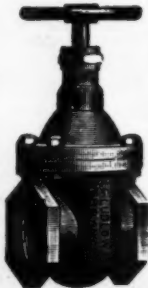
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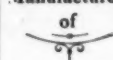
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Fig. 1.



Fig. 2.



Fig. 3.



Fig. 4.



Fig. 5.

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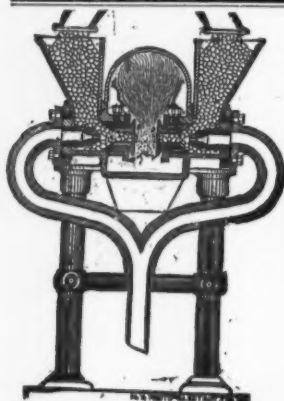
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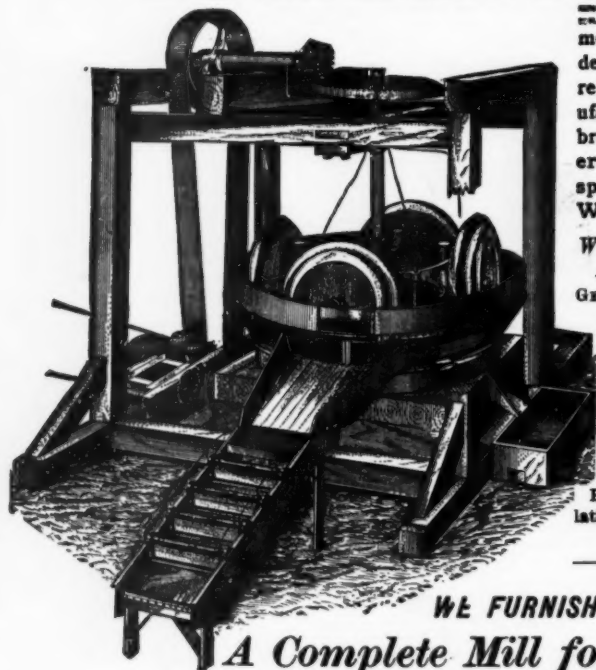
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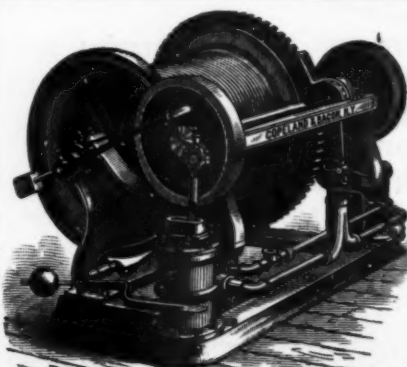
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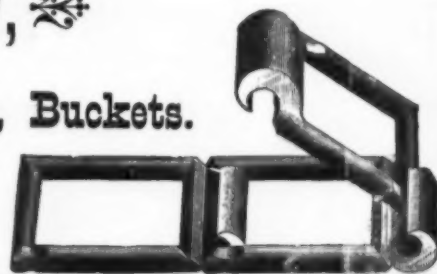
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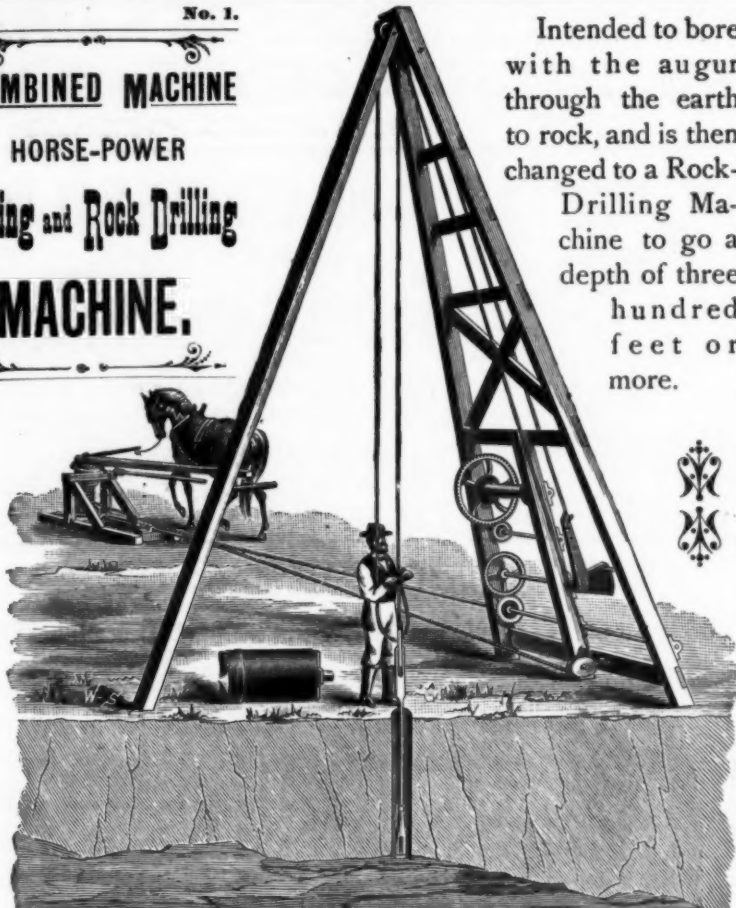
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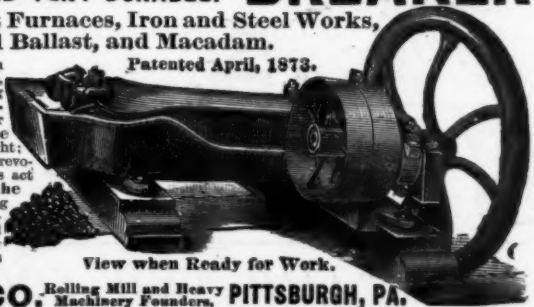
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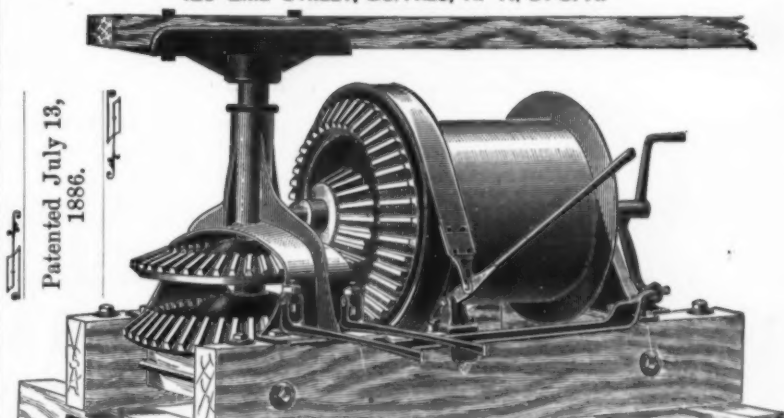


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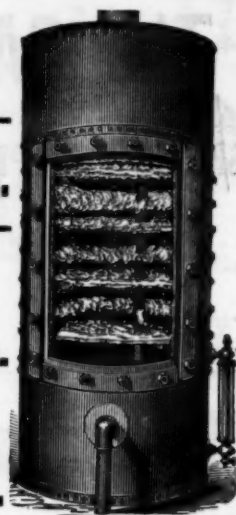
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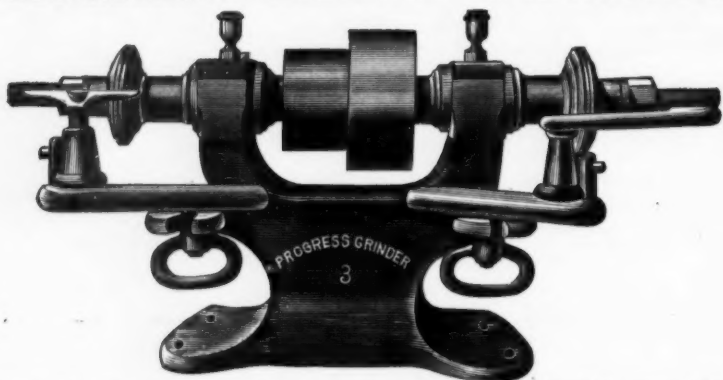
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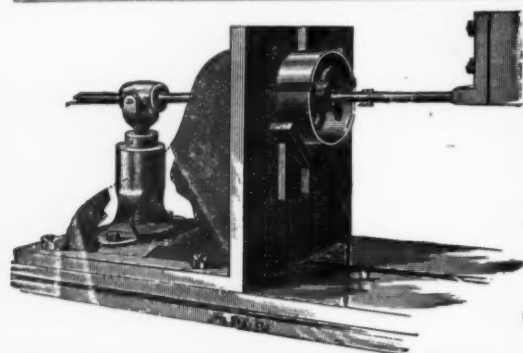


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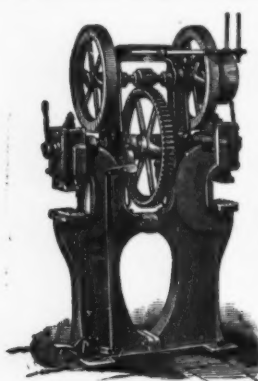


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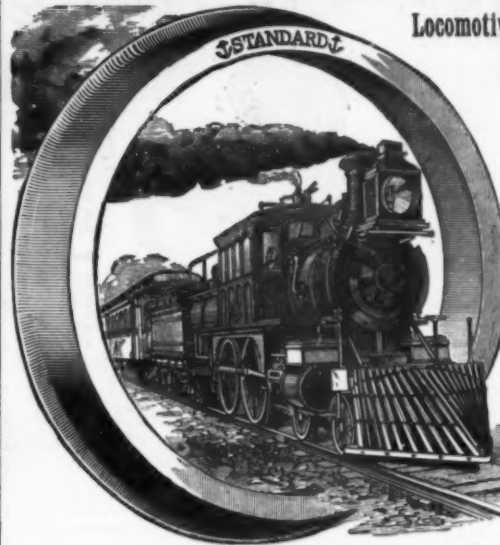
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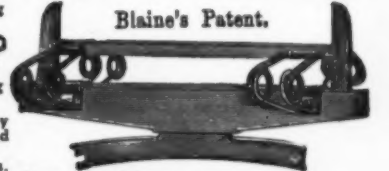
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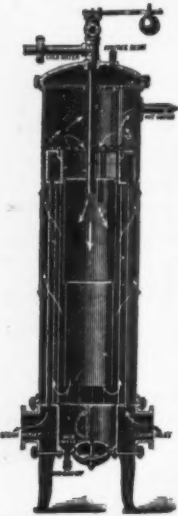
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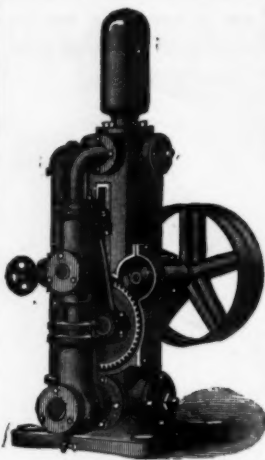
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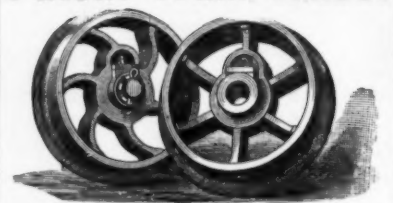


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A PARTNER WANTED with \$2,000 to \$10,000 capital to assist in carrying on the business of a first-class machine shop, with good business prospects, located in Atlanta, Ga. Address all inquiries to Box 297, Atlanta, Ga.

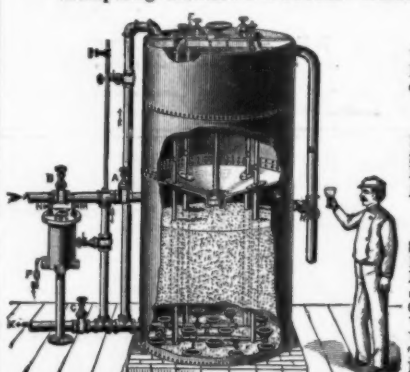
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DECATUR

—THE— GATEWAY OF ALABAMA.

✱ A REVIEW. ✱

The following Enterprises have been located in Decatur, Ala., in the last Three Months :

The Decatur Land, Improvement & Furnace Company was organized on the 11th day of January of the present year. Since that time there have been commenced—

1st. The Charcoal Company's plant, costing \$125,000. Fifty ovens are erected and ready for operation. Employs 200 men.

2d. A 70-ton Charcoal Iron Furnace, costing \$190,000. Gordon, Laurea & Straubel, of Philadelphia, builders. Employs 100 men.

3rd. One 100-ton Blast Iron Furnace, costing \$225,000, by the Decatur Land, Improvement & Furnace Company. Employs 200 men.

4th. The Decatur Iron Bridge & Construction Company, George A. Mooar, of Keokuk, Iowa, president; Mr. Robt. Curtis, of Chicago, vice-president. Cost \$100,000. Employs 150 men.

5th. The American Oak Extract Co., J. E. McCarty, of Barksville, W. Va., president. This is the largest enterprise of the kind in the world. Cost \$65,000. Employs 100 men.

6th. Ivens & Son, of New Orleans, Steam Engines and Iron Working Plant. Building is 280 feet by 100 feet. Cost \$100,000. Employs 100 men.

7th. Morse Cotton Compress, 90-inch, from Steers & Co., of New Orleans. Plant costs \$45,000. Employs 52 men.

8th. N. K. Meade & Co., of Cincinnati, Ohio, mammoth Sash, Door & Blind Factory. Cost \$50,000. Will employ 100 men.

9th. Berthard & Co., of Springfield, Ohio, Sash, Door & Blind Factory, costing \$15,000. Employs 20 men.

10th. Brush Electric Light Co., for a thirty light plant. Cost \$8,000. Employs 5 men.

11th. The Ironton, Ohio, Wheelbarrow Company, costing \$25,000. Employs 50 men.

12th. Inman & Co., of New York City, Water Works System. Cost of plant, \$100,000.

13th. Blymeyer Artificial Ice Company, of Cincinnati, to be in operation June 1st. Cost of Plant, \$10,000.

14th. Three Brick Yards are in operation at this place, one Eureka Dry Press Steam Machine, two Anderson Chief Machines. Cost \$40,000. Men employed, 90.

15th. Decatur Lumber Co., B. E. Poley, Auburn, Ill., manager. Carries 500,000 feet of lumber in stock.

16th. Three hundred and fifty carpenters are engaged in erecting cottages.

17th. Natural Gas Co., A. F. Murray, president; H. G. Bond, of New York, treasurer. Capital stock \$200,000.

18th. First National Bank, capital \$100,000. C. C. Harris, president; W. W. Littlejohn, treasurer.

19th. Second National Bank, capital \$100,000. Judge H. G. Bond, president; W. K. Wilson, of Kansas City, treasurer.

20th. Merchants' Insurance Co., of Decatur; capital \$100,000. J. W. Nelson, of Chicago, president; C. Peacher, of Montgomery, secretary.

21st. Decatur Building Association, capital \$300,000.

✱ Railroad Facilities. ✱

This town lies on the south bank of the Tennessee river, at the junction of the Louisville & Nashville Railroad and the great East Tennessee, Virginia & Georgia system. Thus, it has already an admirable railroad system, her trunk lines running to all cardinal points of the compass. In addition to these great trunk lines of road, the Rome & Decatur Railroad, from Rome, Ga., northwest, to Decatur, is being rapidly built, and will soon be completed.

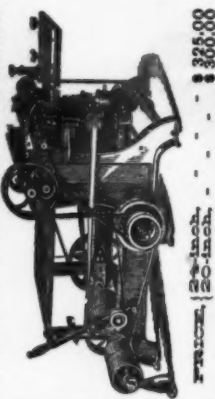
Charters for two other roads have been obtained, one running southwest to Aberdeen, Miss., to connect with the Illinois Central system, the other running south and west to Selma, Ala., to connect with the Mobile & Ohio at Columbus, Miss.

✱ Decatur is one of the Healthiest Cities in North Alabama. ✱

The Health Officer's report for Morgan County shows that the death rate among the whites in Decatur for the year 1886 was only 11 in 1,000.

THIS IS AS GOOD A REPORT AS ANY TOWN IN THE STATE CAN SHOW.

Economist Planer and Matcher.

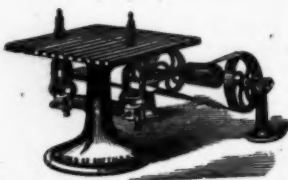


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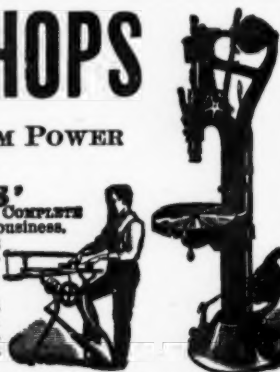
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GIVE US A TRIAL, and for toughness of temper, durability and quality of
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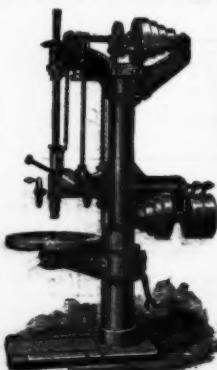
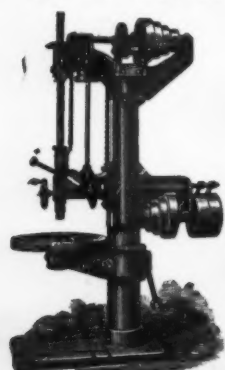
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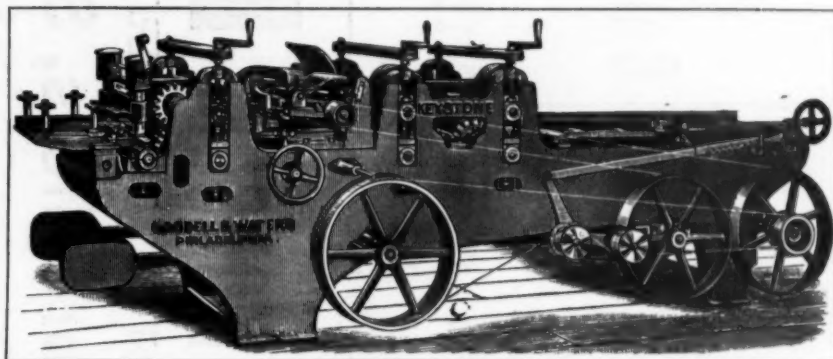
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CHICAGO, ILL.

MR. C. L. RICE, MANAGER.

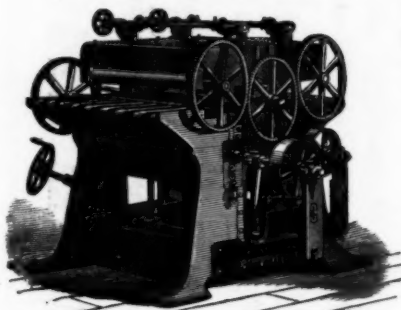
3002 Chestnut Street,

PHILADELPHIA.

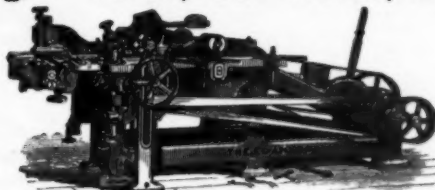
WOOD-WORKING MACHINERY

FOR

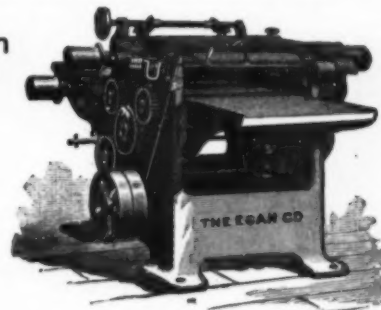
Saw Mills, Planing Mills, Furniture, Chair, Organ
and Piano Factories, Cooperage Shops, Carriage
and Wagon Works, Car Works, Etc., Etc.



3 INCH DOUBLE DRUM SAND PAPERING
MACHINE WITH BRUSH ATTACHMENT.



10 INCH FOUR SIDED MOULDER.



No. 2 1/2 DOUBLE CYLINDER PLANER.

MANUFACTURED BY

THE EGAN COMPANY,

Nos. 228 to 248 West Front Street,
CINCINNATI, O.

(4)

THOS. P. EGAN, President.

EDWIN RUTHVEN, Secretary.

FREDERICK DANNER, Superintendent.

BRIDGEPORT BRASS CO., 19 Murray Street, NEW YORK

— MANUFACTURERS OF —

Sheet Brass, Seamless & Brazed Brass AND Copper Tubing

BRASS and COPPER WIRE, and RODS,

Gas and Kerosene Burners and Trimmings. The Celebrated Leader Burner a Specialty.

ELECTRIC COPPER WIRES, Plain and Covered. Particular Attention given to Cutting Blanks and Metals to Order.

Buy "THE NEW SOUTH." HANDSOMELY BOUND IN CLOTH. PRICE, \$2.50. MANUFACTURERS' RECORD CO., Publishers, Baltimore, Maryland

HEAVY STEEL

—AND—

IRON PLATES

—AND—

CYLINDERS

FOR SCREENING

Ore, Coal, Stone, Phosphates, Etc.

REVOLVING SCREENS,

ROUND AND HEXAGON.



GRIZZLIES

—FOR—

Placer

Mining.

STAMP

Battery Screens

Of all Kinds and Sizes.

MINING SCREENS

For All Kinds of Ores.

FOR

Cotton-Seed Oil Mills; Rice Mills, Sugar Houses, Distilleries,

PHOSPHATE AND FERTILIZING WORKS,

Elevators, Malt Kiln Floors, Grain Dryers, Threshers, Separators,

Corn Shellers and all kinds of Grain Cleaning Machinery; also for Mining and Concentrating Works; Coal, Coke and Ore Screens; Gas and Water Works; Paper, Woolen, Flour and Oil Mills; Filters, Strainers, Ventilators. Etc.

Special attention given to work for Railroads and Car Builders. Perforated Tin and Brass of all sizes. Iron, Steel, Copper, Brass and Zinc punched to any size and thickness required.

IF CORRESPONDENCE SOLICITED.

100% SATISFACTION GUARANTEED.

The HARRINGTON & KING PERFORATING COMPANY,

Main Office and Works, 224 and 226 North Union Street, Chicago.

TRADE NOTES.

Electric Lighting.

There are in this country few cities of any size whose streets are not partly illuminated by arc lights, and there are hundreds of mills and factories, besides many hotels and public buildings that employ incandescent electric lights. Any one who knows how liable many kinds of mills are to explosions and fires from careless handling of lamps, and from gas jets in exposed places, would expect them to be among the first to hail the new illuminant, and so it has been in a marked degree in England and France, where, it is said, almost every mill and factory contains an "installation," but we who are conscious of being, in many respects, so far in advance of those older countries, have suffered ourselves to fall behind in this particular, while the fact is being recognized that safety is economy, yet a large number of manufacturers and mill-owners imagine that with all its advantages, the first cost of an incandescent installation is altogether too much for any but those of plethoric purses. This idea may have been correct a few years ago, but it is not warranted by the facts of to-day. We have some figures that will be of interest to our readers, furnished by the Sawyer-Man Electric Co., of New York, on the cost, as compared with gas, of operating an incandescent plant of 300 lights, averaging 200 lights each for 12 hours:

200 lamps at 8 lamps H. P.	25 H. P. 12 hour.
25 H. P. by 25 hours	300 H. P. 1 day.
300 H. P. by 365 days	109,500 H. P. 1 year.
109,500 H. P. by 5 lbs. coal H.	245 tons.
P. equals 547,500 lbs. coal	\$1,102.50
245 tons at \$4.50 per ton	780.00
Engineer \$65 per month	540.00
Fireman \$45 per month	540.00
Repairs, oil, waste, &c., (high)	250.00
4 1/2 renewals of 200 lamps per year at 85 cts. each	765.00
Interest on cost of plant, 6% on \$3,500	210.00

Total cost \$3,647.50

OAS.
200 5-foot burners 12 hrs. 1/2 day 12,000 ft.
12,000 ft. by 365 days equals 4,380,000 feet
year at \$1.50 per thousand 6,570.00

In favor of the incandescent plant per year, \$3,922.50

These figures of the Sawyer-Man Co. are based on the use of the Sawyer-Man dynamo and lamp, and could be made still more favorable to the incandescent light, where, as in mills and factories, there is power incident to the business, and special attendance would be unnecessary.

Returning to the first cost, and consulting the price-list of the Sawyer-Man Co., we find the following figures, which include dynamo, lamps, sockets, resistance box, field-switch and wooden base, f. o. b. at their factories:

No. of lamps	50	75	100	150	200
Price	\$795	\$975	\$1,175	\$1,500	\$1,910
Horse-power	7	10	13	19	25

No. of lamps 250 300 400 500

Price \$2,300 \$2,500 \$3,500 \$4,450

Horse-power 38 38 50 64

Surely these prices are not out of the reach of the average manufacturer or mill owner. All dynamos furnished by this company are thoroughly tested before being installed, and competent mechanics and electrical engineers are sent out with each plant to see its proper installation and give the necessary instructions for running it. This company guarantees that the dynamo is automatic in its regulation and will maintain a uniform light, with all or any portion of the lights in circuit. Lamps will not blacken, and will maintain their candle-power during their guaranteed life.

Electric lighting possesses many and great advantages over any other system of illumination. There is absence of heat, greater purity of air, there being no combustion and waste of unconsumed gases; no risk of life, as from leaking gas; light of absolute steadiness, equal in effect to daylight, making it invaluable in mills, factories, and all manufacturing establishments. The Sawyer-Man Co. have strong reasons for believing their system to be one of the best in use, not only by its having stood the most trying tests at their own hands, but from the strong testimonials from users in all parts of the coun-

try, among which we find the following from the New York Tribune: "The lamps give an excellent and satisfactory light; their durability is all that can be desired; the saving in the cost of lighting, as compared with gas, has been remarkable. The plant has nearly paid for itself in actual number of feet of gas saved in the last eight months, &c." The National Consumers' Meat Co. of Baltimore says: "We have been operating one of your plants for several months past, and am pleased to say it has given us entire satisfaction." The Southern Brewing Co. of New Orleans: "We wish to congratulate you on having a system of electric lighting superior to any that we are acquainted with." Many others in the same line. This company reports a large number of plants in course of construction, many of which are for points in the South.

THE Southern Cotton Oil Co. has awarded its boiler contracts to the Abendroth & Root Manufacturing Co., and its engines to the Westinghouse Machine Co. This contract comprises eight 150 horse-power, two 75 horse-power, twelve 60 horse-power, twenty-two 45 horse-power, eight 25 horse-power, and eight 15 horse-power engines, aggregating 3,380 horse-power, and is doubtless the largest and most important single order for engines which has been given in this country. These engines are to go in eight different mills throughout the Southern States. Shafting is to be largely dispensed with, and the mill operated by independent power in each department. The Westinghouse engine has had a large trade amongst the cotton oil mills in the South, and the great economy of operation which has been obtained by the use of divided power has resulted in the placing of their entire order as above stated.

THE Rice Whitacre Manufacturing Co., Chicago, Ill., manufacturers of boat engines and machinery, report that they are fully recovered from the effects of the fire which slightly damaged their establishment on the night of May 18, and they now have everything running again, and are ready to take care of orders as usual. This company make a specialty of building small engines and boilers to order, in sizes from 2 to 20 horse-power, which are specially adapted for use in steam yachts, and also for distilleries, cheese factories, etc. A handsomely illustrated catalogue, containing prices, etc., will be sent upon application.

MR. J. S. GLENN, manufacturer of the Glenn patent balanced valves, 115 Fremont street, Chicago, reports a very large and growing demand for his valves among the principal rolling and steel mills of the East. A great many of these valves are now in use in the different mills at Pittsburgh, Pa. He also reports sales to the North Chicago Rolling Mill Co. of over 60 of his controlling valves, and to the Union Rolling Mill Co., of Bridgeport, 8 to 10. These valves are especially adapted to working under high pressure of steam, hydraulic, or other transmitting mediums, and are claimed to give the best of satisfaction wherever in use. Mr. Glenn is an old practical mechanic and machinist, and has devoted the past 15 years to the study and perfection of his patent on these valves. To parties wishing further information, circulars and price-lists will be promptly sent upon application.

MESSRS. CREWS & WESTBROOK, of Danville, Va., under date of June 4, wrote to the Curtis Regulator Co., Boston, Mass., that "the Curtis return steam trap has now been working for about three weeks and is giving entire satisfaction."

COL. WM. E. TANNER, of Richmond, special agent of the Tredegar Co., and of the Tanner & Delaney Engine Co., has recently effected sales of freight cars to the Ohio & Northwestern Railroad Co., of Ohio; the Woodward Iron Co., of Alabama, and the Georgia Pacific Railroad Co. The cars to be built by the Tredegar Co.

ELSEWHERE will be found an advertisement of the "Mogul" engine manufactured by Merwin McKaig, Cumberland, Md. This engine has many points of superior excellence, and parties contemplating the purchase of an engine should write to Mr. McKaig for a copy of his catalogue with illustrated descriptions of the "Mogul."

Literary Notes.

"SHOPPELL'S MODERN HOUSES" is the name of an illustrated quarterly, published by the Corporative Building Plan Association, 63 Broadway, New York. The five numbers already issued contain 300 designs (with interior plans, etc.) of modern houses, ranging in cost from \$1,000 and less to over \$10,000. The designs are not simply imaginary sketches, but represent houses that have been actually built, and in the construction of which beauty, comfort, cheapness and convenience have been combined. For those who contemplate building it is, we believe, by far the most valuable collection of designs that could possibly be secured for anything like their cost. In the large number of plans, all of them good, it would seem hardly possible for any one not to find something that will just meet his wants. Every issue contains designs for houses specially suited for a Southern climate. In addition to these designs the books contain interesting and valuable articles on interior decoration, mantels, portiere, picture hanging, house painting, landscape gardening, heating, the construction of cisterns, the removal of spots, earth closets, &c., &c., besides designs for stables, carriage houses, &c. The price is \$1 a copy.

HON. DAVID A. WELLS will contribute to the July Popular Science Monthly the first of an important series of papers on "The Economic Disturbances since 1873." Mr. Wells proposes to review the history of these disturbances, and to point out agencies to which such wide-reaching commercial depression may be properly attributed.

Important.

When visiting New York city, save baggage express and carriage hire, and stop at the Grand Union Hotel, opposite Grand Central Depot.

600 handsomely furnished rooms at \$1 and upwards per day. European plan. Elevators and all modern conveniences.

Restaurants supplied with the best. Horse cars, stages and elevated railroads to all depots. You can live better for less money at the Grand Union Hotel than any other first class hotel in the city.

SOME one has truly said there is but one American House and that is in Boston. There is never any deviation in the management, and the result of minute attention to the details is shown in the splendid system and discipline that prevails throughout the hotel.

WHEN in Cincinnati, stop at the Palace Hotel. Rates, \$2.00 and \$2.50 per day; meals, 50 cents each. Elegant rooms; fine table, and centrally located.

List of Patents.

The following Patents were granted to citizens of the Southern States, bearing date June 7, 1887. Reported expressly for this paper by Louis Bagger & Co., Mechanical Experts and Solicitors of Patents, Washington, D. C.

Armstrong, J. H., Houston, Texas. Railway signal	364,904
Boyd, J. S., Baltimore, Md. Buckle	364,210
Bright, J. T., New Castle, Ky. Lint and dust excluder	364,394
Clayton, W. H., Villa Rica, Ga. Sewing machine motor	364,216
Copeland, Eliza A., Garden Valley, Texas. Bale tie	364,218
Crane, T. R., Heathsville, Va. Harrow	364,575
Crane, T. R., Heathsville, Va. Broadcast seeder	364,576
Crane, T. R., Heathsville, Va. Tube for grain drills	364,577
Curry, John, New Orleans, La. Equipment for theatrical stages	364,212

Curtis, C. H., Bluffton, Fla. Fruit clipper	364,220
DeMay, E. A., Richmond, Texas. Car-coupling	364,494
Dudderar, D. W., Taylorsville, Md. Mower tongue	364,581
Dunn, J. B., New Orleans, La. Bagasse furnace	364,228
Flitt, J. H., Galveston, Texas. Car uncoupler	364,236
Flitt, J. H., Galveston, Texas. Car coupling	364,237
Genese, David, Baltimore, Md. Combined dental speculum, reflector and cheek compressor	364,505
Hendricks, Mary A., Charleston, S. C. Invalid chair	364,412
Hinrichs, Theodore, Baltimore, Md. Advertising medium	364,581
Love, W. E., Madison, Tenn. Hand seed sower	364,424
Müller, A. J., near Abingdon, Va. Car coupling	364,431
Rohling, W. H., Lula Station, Miss. Cotton picker	364,440
Rose, L. D., South Carrollton, Ky. Ironing table	364,547
Scofield, W. E., Augusta, Ga. Lamp shade	364,305
Sipe, C. A., Fairmont, W. Va. Bell cord coupling	364,312
Spangenberg, R. F., New Orleans, La. Cotton picker stem	364,607
Stewart, Robert, Louisville, Ky. Boiler furnace	364,382
Taylor, George, Ennis, Texas. Cotton compressor	364,384
Towse, W. R., Louisville, Ky. Saw handle	364,452
Viterbo, Richard, New Orleans, La. Purifying, clarifying, and discoloring saccharine liquids	364,615
Weaver, F. S., Moundsville, W. Va. Fly net for horses	364,455
Woodhead, L. J., Chattanooga, Tenn. Dumping car	364,618
Zies, Charles, Baltimore, Md. Stirrer for wash tubs	364,622

A. P. THAYER,
Solicitor of U. S. and Foreign
PATENTS,
No. 86 Astor House, New York.

Experience of Over 20 Years



IMPORTANT To Wharf Owners.

THE PATENT PILING PROTECTOR CO., BRUNSWICK, GA., is prepared to protect piling from the Terebo and other Marine Pests in any Harbor in the United States, and will erect its plant, which is inexpensive, in any Harbor where a contract is offered, and prepare piling from the timber near at hand. The process is thoroughly effective, indestructible in salt water, and protection for ten years guaranteed. Is fully protected by letters patent. Has been tested for six years; is better than metal covering; as good and for piling in some respects better than creosoting costs less than one-half as much as metal covering or creosoting. Circulars fully explaining process will be sent upon application. Correspondence solicited.

Address,

C. P. GOODYEAR, President,
BRUNSWICK, GEORGIA.

HOW TO KEEP BOILERS CLEAN"
And Prevent SCALING, FOAMING, BURNING. Price \$75.00. Removes Lime Oil, Magnesia, without use of Compounds



Hotchkiss Mechanical Boiler Cleaner. Illustrated in an eighty-eight page book, which will be mailed FREE, to any address, by JAS I. HOTCHKISS, 120 Liberty St., N. Y. Beware of Imitations.

Moving on at Decatur.

**Phenomenal Land Sales—\$275,000
Worth of Lots Sold in Four Days
—Other Items of Interest
from the Gateway.**

DECATUR, ALA., June 11, 1887.

People all over the country are tired of hearing of "boom," but facts in regard to solid material progress are always interesting. This new town of Decatur presents an instance of the last mentioned character. No auction sales of lots have been held, and no inducements held out to speculators. On Wednesday morning it was announced that the business lots belonging to the Land, Improvement & Furnace Company were on sale, and at once purchasers thronged the offices. Before night \$164,000 worth of lots were sold, most of them to people who propose to make Decatur their home. When it is remembered that this sale was private and almost unheralded, no fact could speak more for the confidence of the people in the future of Decatur.

With the other sales made during the week, enough property has been sold to pay for two-thirds of the original purchase. The amount sold is only some 47 acres of the 5,600 acres secured by the company. Why this fact should not make the stock of the company very valuable for investment, is hard to understand. One who has closely watched the management of things by the company, can only advise those having money to invest to closely look into the matter. If the stock does not double in value in sixty days, we shall miss a prediction founded on careful investigation. Besides the land sale, there have occurred this week, other events of great interest to the people of Decatur. A grand water-works system has been secured without guarantee or expense to the city or the company. Inman & Co., of New York, will at once proceed to erect for Decatur a water-works system equal to any in the United States. The works will have a capacity of five million gallons a day, and their construction upon the terms agreed proves the confidence that capitalists in commercial centers have in Decatur.

Another important establishment of an industrial character signed contracts yesterday. This is the Mineral Paint & Granite Roofing Co., of Kansas City, which has secured a location here, and will proceed at once to the erection of their works. They will employ some seventy men, and will be in operation inside of ninety days.

The surveying corps of the Columbus (Miss.) & Decatur Railroad arrived here last night, having gone over a line which Maj. Kelly reports in every way favorable.

Houses for business and residences are in great demand in Decatur, and hundreds of people are living in tents that dot the landscape in every section.

The city is illuminated every night by the electric light, and arrangements are being made for gas works. A New York firm offers to put these in on the same terms on which the water-works are to be erected.

In conclusion, it may be said it is wonderful how, in the midsummer, business of every kind is moving on here. Decatur gets more lively every day. Newcomers are flocking in, and new enterprises are daily projected. While all this is true, there has been no effort at a mushroom boom, but a general desire on the part of the friends of the town to have everything solid, safe and substantial.

But this is enough for a hot day, while it is a mere resume of what might be written.

H. S. D.

MORGAN, TEXAS, June 8, 1887.

Editor Manufacturers' Record:

We have organized a joint stock company with \$5,000 capital to establish water works and ice factory, to be styled the Morgan Works & Ice Co. T. F. LICKETT, Prest.

Building Up Hickory.

[Special correspondence MANUFACTURERS' RECORD.]

HICKORY, N. C., June 9, 1887.

Hickory, N. C., is a town of 2,500 inhabitants, which has grown up since the war. It has two railroads—the R. & D. R. R. and the C. & L. (narrow gauge). It is 1,300 feet above the sea level, and lies at the foot of the Blue Ridge Mountains, which fairly hem us in on three sides. As a pleasant climate for the whole year round we think it cannot be surpassed, the mercury rarely registering as low as 20 degrees above zero in winter, and 90 degrees above being the highest point during the heated term. Here the "Piedmont" wagon is made, 100 hands being employed in this factory, which has a capacity of twelve wagons per day. We have a good roller flouring mill, one foundry and machine shop, four plug tobacco factories, two smoking tobacco factories, two cigar factories, and several smaller enterprises that I am unable to mention. Catawba county is the best agricultural county in the State, and all kinds of grain are raised. The county is mostly settled by Dutch, who are good workers, are frugal, and generally have, as we term it, a little laid by for a rainy day. We are having one of the largest building booms that we have ever enjoyed. A new city hall, postoffice, bank, and five large brick stores are under construction, and we are now beginning the erection of a large brick hotel, with all the modern improvements, something that will be a pride to our city, and to Western North Carolina. This hotel is being built by the Hickory Hotel & Improvement Co., P. C. Hall, president, and D. W. Shuler, secretary and treasurer, with a capital stock of \$30,000. Mr. A. A. Shuford, one of our most energetic citizens, is making preparations to erect a \$30,000 cotton factory, which will be in full blast in 1888. S.

PENSACOLA, FLA., June 8, 1887.

Editor Manufacturers' Record:

We have not decided as to size and cost of electric light plant. We have just organized the company, and we are now investigating the different systems of electric lighting; do not expect to start before October next. B. R. PITT, President.

GADSDEN, ALA., June 8, 1887.

Editor Manufacturers' Record:

I have the contract to build the printing house, which will be a magnificent four-story building besides basement; front 150x75 feet. Hardy, Sargent & Co., a new saw mill firm, have the contract to saw the lumber for the railroad bridge to span the Coosa river at this place. J. M. CHADWICK.

Increased Capital Stock.

ASHVILLE, ALA., June 7, 1887.

Editor Manufacturers' Record:

The Pawnee Land & Mineral Co. has increased its capital stock to one million dollars and hopes to have its stock at par in less than twelve months. PAWNEE L. & M. Co.

Will Enlarge Clothing Factory.

COLUMBUS, GA., June 10, 1887.

Editor Manufacturers' Record:

Have commenced to manufacture clothing and give employment to 50 or 60 hands at present, but after July 1st under the firm of Meyer, Ball & Stern we will considerably extend our factory and employ perhaps 150 to 200 hands, manufacturing principally low and medium-priced pantaloon.

L. MEYER.

Erected Electric Light Plant.

SALT SPRINGS, GA., June 8, 1887.

Editor Manufacturers' Record:

We have an electric light plant at our hotel and are running 450 lights.

E. W. MARSH & Co.

Flour Mill Refitted.

ELKTON, KY., June 8, 1887.

Editor Manufacturers' Record:

The mill owned by the recently deceased G. B. Lewis has been in operation about four years as a burr mill, but was completely remodeled this spring by the adoption of the roller system, furnished by the Richmond City Mill Works; the mawhood rolls, capacity sixty barrels in 24 hours.

ELKTON CITY MILLS.

E. J. COLLINS, Manager.

New Machinery.

AUBURN, KY., June 9, 1887.

Editor Manufacturers' Record:

I have purchased new machinery for my mill, and this machinery is now going in and will be completed in time for new crop of wheat.

A. E. GRIFFITH.

MARSHALL, TEX., June 10, 1887.

Editor Manufacturers' Record:

Our object in starting this broom factory is to encourage the farmers of this county (Harrison) to cultivate broom corn, to open a local market for it, and to manufacture all they can raise. Our factory is in a building which will not meet the demands of the near future. We intend erecting soon a large building to receive all the machinery and to accommodate all the hands which will be wanted in a few months, if the corn crop is what it promises to be. We may have to invest ten thousand dollars.

CARTER & COPELAND.

LITTLE ROCK, ARK., June 10, 1887.

Editor Manufacturers' Record:

I have opened granite quarries and will continue to develop them. I find the stone to be A No. 1.

D. O'KEEFF.

To Bore for Oil and Gas.

LOUISVILLE, KY., June 11, 1887.

Editor Manufacturers' Record:

I have formed another company, called the Falls City Natural Gas Co., and we have about closed a contract to commence boring for oil and gas. We expect to be at work within from ten to fifteen days.

T. P. BENJAMIN.

SALEM, N. C., June 13, 1887.

Editor Manufacturers' Record:

The stockholders of the Roanoke & Southern Railway Co. in North Carolina, organized on June 1, 1887, in Winston, N. C., and elected as president Col. F. H. Fries; first vice-president, F. J. Stone; second vice-president, Wm. V. Lomax, and secretary and treasurer, C. H. Fogle, with a full board of directors. The meeting adjourned to meet in Roanoke, Va., on June 18, 1887, for the purpose of consolidating with the Virginia, Roanoke & Southern, and after that is effected, the prospect for grading and constructing to begin at once is good.

C. H. FOGLE, Secty.

Enlarging Furnace and Building Coke Ovens.

WOODSTOCK, ALA., June 12, 1887.

Editor Manufacturers' Record:

We are engaged in repairing and enlarging our blast furnace, and are building one hundred coke ovens, and will mine and coke our own coal. Will also mine our brown and red ore, quarry our limestone, and make pig iron.

EDWARDS IRON CO.,

T. J. EDWARDS.

Will Build Ice Factory.

GRANBURY, TEXAS, June 11, 1887.

Editor Manufacturers' Record:

Ice factory will commence operations August 1. Capacity 3,000 pounds daily. J. W. Day, formerly of Fort Worth, will be proprietor.

BALLARD & MUEHLINS.

To Start Manufactories.

MAMMOTH SPRING, ARK., June 11, 1887.

Editor Manufacturers' Record:

The Mammoth Spring Improvement & Water Power Co. was organized June 4, 1887, with its principal office at this place. They have purchased the Mammoth Spring, with some eight miles of Spring river. This river has a fall of 23½ feet to the mile. The spring has a flow of 25,000 cubic feet of water per minute, and only varies about 6½ inches from highest to lowest water. The company will begin at once the work of putting in dams, and in short time will have cotton factory and large flouring mills, beside other extensive manufactories, built. They will have at each from 800 to 1,000 horse power. The officers of the company are: Napoleon Hill, of Memphis, Tenn., president; Ira D. Bronson, Fort Scott, Kan., vice-president; C. T. Walker, Little Rock, Ark., Treasurer, and J. M. Archer, Mammoth Spring, secretary and general manager.

J. M. ARCHER.

Machinery Wanted.

FARMERSVILLE, LA., June 11, 1887.

Editor Manufacturers' Record:

The gin and mill of Messrs. H. & S. Wall was burned May 28. The loss is covered by insurance. I have rebuilt my machine shop and grist mill, and commenced to-day to rebuild the "Cast Plow" office, which was burned April 30. Would be glad if manufacturers of pipe-cutting and threading tools and formers for working heavy sheet iron for making chimneys would send me catalogues with prices, as I wish to buy these new tools. Mr. W. S. Pickens new saw and grist mill was started to work this week; all new except boiler, which is steel and as good as new.

W. P. CHANDLER.

Terra Cotta Pipe Wanted.

RALEIGH, N. C., June 8, 1887.

Editor Manufacturers' Record:

I intend putting a complete system of sewerage in the city of Raleigh and will want large quantities of terra cotta pipe.

J. C. BREWSTER.

New Machinery.

COVINGTON, VA., June 13, 1887.

Editor Manufacturers' Record:

We have purchased some new machinery for our flour mill, including a 36-inch Success turbine water wheel. If this wheel proves satisfactory we will put in more of them in place of the old style undershot wheels we are now using.

MCALLISTER & BELL.

Will Mine Fire Clay.

WINFIELD, W. VA., June 13, 1887.

Editor Manufacturers' Record:

A fine clay seam, 17 feet 6 inches in thickness, half mile from Kanawha river and K. & O. Railroad, has been thoroughly tested at East Liverpool, O., and pronounced No. 1 rock roof and floor, with an inch or two of coal on top. Will have it ready for mining next week.

S. B. THOMPSON.

GALVESTON, TEXAS, June 10, 1887.

Editor Manufacturers' Record:

The site is bought for bagging and cordage factory, and plans are being prepared and contracts entered into for immediate construction.

B. ADOLPH, Prest.

Building Canning Factory.

LEXINGTON, N. C., June 13, 1887.

Editor Manufacturers' Record:

We are now building a canning factory which will go into operation about August 1st. Building 20x32; 8 horse-power boiler and engine; 4 tanks for processing; capacity about 5,000 cases.

HANES CANNING CO.

Fort Worth's Enterprise.

FORT WORTH, TEXAS, June 11, 1877.
Editor Manufacturers' Record:

Our Mr. Huffman has let the contract to erect a brick building 100x90 feet, three stories high, nicely finished and to cost something near thirty thousand dollars.

There is now under construction in our city, a number of brick buildings. The Methodist church South is building one of the finest churches in the State. Mr. Robert McCart, and Mr. W. R. Haymaker are both putting up brick buildings two stories each, 25x100 feet.

Our city is on a general "boom." Ninety railroad men and capitalists from the different railroads, consisting of the general superintendent and general manager of the Mo. P. Railroad, and officials of other railroads have bought six hundred and odd acres of land east of our city, and are laying it off into town lots and streets, boring artesian wells, making an artificial lake and when completed will be a beautiful addition to our city. They are incorporated to the amount of one hundred and sixty thousand dollars. They have in this addition an artesian well flowing, which will give them a large supply of pure water.

We have two tanneries, one that is about finished, with a building 30x100 feet, three stories high, capitalized at ten thousand dollars; the other, 30x100 feet three stories high capitalized at twenty thousand dollars.

A collar factory has just been incorporated with a capital of \$20,000, and we are now furnishing the machinery for that factory. We have also a large soap factory just started, 50x150 feet, building one story high. The electric light company has a charter filed with capital stock of \$50,000. They intend to use the poles that were formerly used by the Pan Electric Telephone Co.

There has been 165 acres of land purchased to locate union stock yards on, and a company will be organized in a few days.

The St. Louis, Arkansas & Texas Railroad Co. have just located their depot grounds and round-house with their machine shops on the north side of our city in one of the most beautiful valleys in the State. It is surrounded by a range of hills, running along the base in the west fork of the Trinity river, and is one of the finest views that the eye ever beheld. Just north of this, Eastern capitalists have bought 1,000 acres of land, and Mr. F. F. Barrett, the celebrated landscape engineer, will superintend laying off this beautiful addition to our city.

There is also in contemplation a dummy railroad from the city proper to these different additions.

We have in our city the finest supply of water in the South—something near two hundred artesian wells, and two-thirds of them flowing out of the ground. We also have a fine supply of water which is produced by the two streams forming a junction just west of the city, and there is a company organized, with charter filed and capital stock of \$250,000, to tunnel through the city, in order to obtain this water and control it for the purpose of building factories, and also other purposes that it may be needed for.

There are two land companies that have just been organized here. The Fort Worth City Co. has a capital of \$500,000, and has organized for the purpose of buying and selling real estate and to engage largely in locating parties that wish to make good and secure bargains.

What we need now, and the State can better afford to sustain, is a paper factory. We have the product and the consumers, but what we want is some one that understands the business, with sufficient capital to operate it. All the factories that have been started here have made a perfect success.

There is a desire on the part of our people to patronize home industries, and with equal prices they will give home industries

the preference. Our foundry will be in operation by the first of the month, and will then employ a great many more hands, and will be able to turn out more work.

We are manufacturing a well drilling machine, which we have been unable to supply the demand for.

W. A. HUFFMAN IMPLEMENT CO.,

To Manufacture Fire Brick.

TUSKALOOSA, ALA., June 13, 1887.
Editor Manufacturers' Record:

The Edgefield Land & Improvement Co., who own the clay beds, are making tests of the fire clay and as soon as these are completed, they will begin to manufacture fire brick.

J. J. HARRIS.

Erecting Hub, Spoke and Wheel Factory.

RINGGOLD, GA., June 13, 1887.
Editor Manufacturers' Record:

I have in process of erection at this place a hub, spoke and wheel manufactory.

JAS. R. CRAVENS.

Will Start a Brick Yard.

HENSLEY, ARK., June 11, 1887.
Editor Manufacturers' Record:

I will start a brick yard this summer.

T. J. SMITH.

New Saw Mill.

HAMPTON C. H., S. C., June 10, 1887.
Editor Manufacturers' Record:

We have just put up new and improved saw mills; capacity 20,000 feet per day.

MAULDIN & SON.

Roller Flour Mill.

DUFFAU, TEXAS, June 10, 1887.
Editor Manufacturers' Record:

There is a roller mill already here. There is one in course of erection at Duffau Wells, 1 mile from here.

T. J. THOMPSON.

NOKESVILLE, PRINCE WILLIAM CO., VA., June 13, 1887.
Editor Manufacturers' Record:

Mrs. Maria Kiewit intends building a flour and grist mill at this place. She has bought 10 acres of ground, subject to finding sufficient water to run 35 or 40 horse-power engine. Contractors are digging for water now. If successful she will build a 30x40 foot mill, 7½ stories high. It will be to commence with of 25 barrel capacity. Has not decided yet on what system. There is a Philadelphia company getting brown stone at Brentsville in this neighborhood. It is a new enterprise, and Mr. Sprogle at Brentsville can give information.

JAMES KIEWIT.

LITTLE ROCK, ARK., June 11, 1887.
Editor Manufacturers' Record:

I am building a ginney, pickery and batting establishment. Mr. Parker will run his cotton mill as soon as he can find a suitable man to superintend it. We need a wagon factory, a rolling mill, a paper factory and a factory to turn out spokes, hubs, ax, hatchet and broom handles, etc., and to such or any deserving enterprise the people of this progressive little city hold out a welcoming and helping hand.

FRED. HANGER.

Sugar Refinery.

JACKSONVILLE, FLA., June 7, 1887.
Editor Manufacturers' Record:

Capt. R. E. Rose, of Kissimmee, Fla., is establishing a \$125,000 sugar mill and refinery at that point. He is moving the works and machinery from New Jersey.

C. E. MERRILL.

Decatur's Progress.

The remarkable progress which Decatur has made since the first of the year has often been set forth in the MANUFACTURERS' RECORD. A letter from that pushing town, which we publish to-day, shows that there is no let up, but rather that the growth of Decatur is receiving increased momentum. It is one of the remarkable facts of the industrial history of the last six months that a town which had so long remained practically dead, so far as new industries were concerned, could be so suddenly aroused into a degree of activity that has in that period organized about twenty-five new enterprises, with an aggregate capital of \$2,500,000. No better illustration of the great faith in Decatur's future could be asked for than the simple fact that over \$275,000 worth of property was sold almost as quickly as it was put on the market, without even a public notice having been given. No attempt was made to attract attention, and the policy of the company seems to have been rather to discourage any speculative prices on real estate. Six months ago the company bought 5,600 acres of land in and around Decatur, and a few days ago they sold 47 acres for over one-half of what the whole 5,600 acres had cost.

COLUMBIA, S. C., June 13, 1887.
Editor Manufacturers' Record:

At our last board meeting, June 7th, the president was instructed to advertise for bids for building the piers across Broad river at Columbia. These piers are for the bridge of this road; part of the grading from Columbia to Newberry. This is the only bridge on this line to Newberry. When the line goes on to Spartanburg it will cross the Tiger and Enoree rivers. The road is now beautifully graded, from just across the Broad river at Columbia, for 21 miles. The road is being pushed to completion. The grade will be low and curvature light, and cannot be washed by any high waters; mostly a ridge road, running through a very rich country to Spartanburg. Every foot of the road will pay. Columbia Township has just voted \$40,000 to build the piers and grade the road through the city to the depot.

C. J. IREDELL, Sec. and Treas.

BRONSON, FLA., June 13, 1887.
Editor Manufacturers' Record:

The Suwanee & Gulf Railroad, chartered by the late legislature, to run from Branford, on the Suwanee river, to Cedar Key, will be constructed at once. The route has been surveyed and deeds taken for right-of-way for very nearly the entire length of road; besides, the people living along the line have donated liberally of lands, &c., to aid in its construction. It will be a very important line, connecting the Plant system of roads with a good harbor on the Gulf, and affords a short and quick route to Key West, Havana and Central and South America. The road will pass through one of the finest sections of country in the South.

J. V. BURKE.

RINGGOLD, GA., June 13, 1887.
Editor Manufacturers' Record:

The Cravens Land Company has for its object the development of mineral and manufacturing interests in and around Chattanooga, Tenn., together with other interests as is set forth in the charter.

JAS. R. CRAVENS.

THE BALTIMORE MANUFACTURERS' RECORD is devoting considerable space to Florida industries, and is doing much to call attention to the great resources of our State. It is probably the ablest trade paper published in America, and covers a vast field in its work.—Levy County Times, Bronson, Fla.

CLIFTON, S. C., June 9, 1887.
Editor Manufacturers' Record:

We have a narrow gauge road of our own construction at present at No. 1 mill and will build one to the new mill, which we designate as No. 2. CLIFTON MANFG. CO. A. H. TWICHILL, Treas.

J. ANDERSON, Ormond, Fla., wants price-lists, &c., of muck pumps.

A Big Chance

—THE—
Canton Cotton Factory,
CANTON, M'SS.,

Is Offered for Sale at
\$18,000

This factory is situated on the line of the Illinois Central Railroad, one mile north of the city of Canton, Miss., in a splendid cotton region, good water supply, cheap fuel (wood and Alabama coal) and abundant labor. The factory is equally well adapted for a WOOLEN MILL OR COTTON-SEED OIL MILL. The property consists of 28½ acres of land, running parallel to the Railroad, and adjacent to it. The factory building is in the center of the tract, one hundred yards from the railroad, is a brick building, substantially built, 200x90 feet, two stories high, brick chimney stack 75 feet high. The factory contains ONE ENGINE, 200 HORSE-POWER; TWO LAPPERS; A CONSIDERABLE QUANTITY OF SHAFTING AND PULLEYS. There is a double dwelling house on the property. The climate healthy. Manufacturing in Mississippi is exempt from taxation. The property has been paid for in full by the owner; it is unincumbered. The building alone cost \$40,000. This is a magnificent opportunity to engage in cotton manufacturing in the South. For full particulars, address

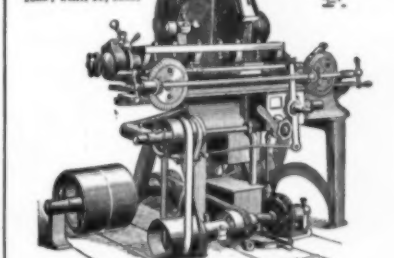
D. ESTE REYNOLDS,

Care MANUFACTURERS' RECORD, Baltimore.

Springfield Glue & Emery Wheel Co.

Springfield, Mass.
IMPROVED AUTOMATIC KNIFE GRINDERS.

Patented Dec. 13, 1881
Oct. 3, 1882; June 13, 1883; Jan. 15, 1885.



It is the only Grinder run with water to prevent heating and drawing the temper. Once in motion requires no attention. Will ship on its merits for 30 days' trial, and if not satisfactory can be held subject to our order.

ROOT'S NEW IRON BLOWER



POSITIVE BLAST.
IRON REVOLVERS,
PERFECTLY BALANCED.

Has fewer parts than any other Blower. Also, Blacksmith Blowers, Portable Forges, Tuyoers Irons, and Gas Exhaustors.

P. H. & F. M. ROOTS, Manufacturers,
CONNEERSVILLE, IND.

Send for Priced Catalogue.
No. 7 CANAL STREET.

PITTSBURGH LOCOMOTIVE AND CAR WORKS,

PITTSBURGH, PA., Manufacturers of
Locomotive Engines for Broad or Narrow Gauge Roads,
From standard designs or according to specifications, to suit purchasers.

2875

TANKS, LOCOMOTIVES OR STATIONARY BOILERS FURNISHED AT SHORT NOTICE.

A. STEWART, Pres't.

D. A. WIGHTMAN, Supt.

WILSON MILLER, Sec'y and Treas.



BUFFALO HAMMER CO., Buffalo, N. Y., U. S. A., Manufacturers of a full line of
Solid Cast Steel Hammers, Sledges, Mauls,



RAILROAD TRACK TOOLS. &c.

Every Hammer or Tool having our name is fully warranted. Catalogues and discounts sent on application.

BAGNALL & LOUD BLOCK CO. BOSTON, MASS.

Largest Manufacturers of Tackle Blocks in the World.

Manufacturers of the Latest Improved Self-Adjusting ROLLER BUSHED and GENUINE METALINE BUSHED and Iron Bushed Rope and Iron Strapped

TACKLE BLOCKS.

CLASP OPEN.



Improved Self-Adjusting Roller Bushed Iron Sheave.



Improved Harcourt Patent Block.



Improved Self-Locking Link Snatch Block.

Send for the Celebrated
STAR BRAND.Send for Catalogue
No. 5.

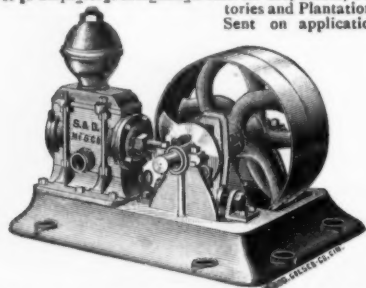
SILVER & DEMING MFG. CO.

Salem, Ohio,

MANUFACTURERS OF

Cistern, Well and Force Pumps,

Iron and Brass Cylinders, Wind Mill Pump and Supplies, Hand and Power Rotary Pumps, Boiler Feed Pumps, Hydraulic Rams, Garden Engines, &c.
Well Drillers' and Well Drivers' Supplies. Catalogue of Pumps for Farm and Domestic use, Mines, Factories and Plantations.
Sent on application.



Triumph Double Acting Force Pump—for Power.

Cleveland Machine Co.

SUPERIOR
OLID
STEEL
HEARS.FORGED
FROM

BAR STEEL

AND
TEMPERED
IN

OIL.

WE CHALLENGE COMPETITION FOR

Cutting and Wearing Qualities.

THE FINEST. AS GOOD AS THE BEST.

We Expect to Lead, and you cannot afford to lose a chance of keeping posted on the IMPROVEMENTS of the age. Get our prices, and then try a sample order. Your customers will compel you to order again.

Address, with name of paper where you saw this,

The CLEVELAND MACHINE CO., 143 to 161 Leonard St., CLEVELAND, O.

NIAGARA STAMPING & TOOL CO.

Manufacturers of Machinery for Shearing Metal in all its Various Forms.

POWER SQUARING CIRCLE SHEARS

POWER SLITTING SHEARS,

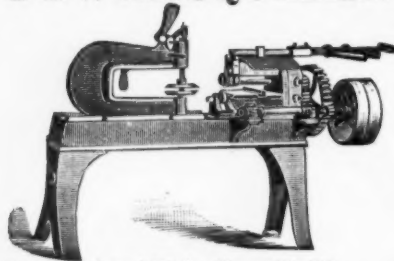
POWER CHOPPING SHEARS,

For Tack and Nail Plate, and for Cutting Steel for Cutlery Works.

OFFICE AND WORKS:

Superior, Cor Randall Street,
BUFFALO, N. Y.

Send for our complete Illustrated Catalogue and Price List, and Mention this Paper.



Power Circle and Slitting Shears No. 205.

SYRACUSE TWIST DRILL CO., Syracuse, N. Y., U. S. A.

Manufacturers of **TWIST DRILL BITS**

—FOR WOOD AND METAL.—



Measuring Machines, Comparators, Reamers, Drill Chucks, Tool Holders, and Special Tools. Send for Illustrated Catalogue and Prices.

THE MANUFACTURERS' RECORD

IS THE FOREMOST EXPONENT OF THE INDUSTRIAL
INTERESTS OF THE SOUTH.

G. A. Crosby & Co.

MANUFACTURERS OF

Presses, Dies,

AND

Special Machinery
FOR

Sheet Metal Workers.

259, 261 & 263

RANDOLPH ST.

CHICAGO, ILL.



Covert Manufacturing Company.



The Greatest Emporium in the World for the best Snaps, Chain, Rope and Web Goods, &c., manufactured, is the celebrated works of the

Covert Manufacturing Co. West Troy, N. Y.

For Sale by all Jobbers Handling this Class of Goods.

Phillips, with Augers.....	7.00	7.50	Net
BRACKETS.			
Shelf, plain.....	dis	50kto 5	
Shelf, fancy.....	dis	55kto 5	
BRIGHT WIRE GOODS.			
New list.....	dis	75kto 5	
BULL HINGES.			
Union Nut Co.....	dis	55 5	
Sargent's.....	dis	60kto 5	
Humason, Beckey & Co's.....	dis	70 5	
BUTTS.			
Wrought Brass.....	dis	80 5	
Cast Brass, Fast Joint.....	dis	35kto 5	
Cast Brass, Loose Joint.....	dis	37kto 5	
Fast Joint, Narrow.....	dis	60kto 5	
Fast Joint, Broad.....	dis	60k 5	
Loose Joint.....	dis	70kto 5	
Loose Joint, Japanned.....	dis	70kto 5	
Loose Joint, Jap, with Acorns.....	dis	70kto 5	
Parliament Butts.....	dis	70kto 5	
Mayer's Hinges.....	dis	70kto 5	
Loose Pin, no Acorn.....	dis	70kto 5	
Loose Pin, Acorns.....	dis	70kto 5	
Loose Pin, Acorns, Japanned.....	dis	70kto 5	
Loose Pin, Acorns, Jap'd, Plated.....	dis	70 5	
Wrought Iron.			
Fast Joint, Narrow.....	dis	70k 5	
Fast Joint, L. Narrow.....	dis	70 5	
Fast Joint, Broad.....	dis	70 5	
Table Butts, Back Flange.....	dis	70 5	
Inside Blind, Regular.....	dis	70 5	
Inside Blind, Light.....	dis	70 5	
Loose Pin, Wrt.....	dis	70k 5	
Loose Pin, Light.....	dis	70k 5	
Spring Hinges—			
Geer's Spring & Blank Butts.....	dis	30 5	
Hart Manufacturing Co.....	dis	60kto 5	
American Spring Hinge Co's.....	dis	25 5	
Gem Spring Hinges.....	dis	25 5	
Blind Butts, Shepard's, Nos. 30 and 60.....	dis	70 5	
Blind Butts, Shepard's, No. 50.....	dis	70k 5	
Blind Butts, Shepard's, No. 75.....	dis	70kto 5	
Blind Butts, Lull & Porter.....	dis	75kto 5	
Blind Butts, Standard.....	dis	75kto 5	
Standard Lull & Porter.....	dis	70kto 5	
BOW PINS.			
Humason, Beckley & Co's.....	dis	55k 5	
Sargent & Co's.....	\$19.70 and 21.00	dis	60kto 5
Hochkiss.....	dis	25 5	
BUTCHER'S CLEAVERS.			
Humason & Beckley Mfg. Co.....	dis	70k 5	
Bradley's.....	dis	25 5	
Beatty's.....	dis	40 5	
	3 4 5 6 7 8		
	\$16.50 19.00 21.00 24.00 27.00 30.00 33.50 36.50		
CAN OPENERS.			
American.....	gross	\$3.50	
New Idea.....	gross	\$15.00 gross	
No. 4, French.....	dis	25 5	
No. 5, Iron Handle.....	gross	\$6.00, dis 55 5	
Sardine Scissors.....	dis	77.00, dis 55 5	
Sprague, No. 1, 2; No. 2, 2.25; No. 3, 2.50; dis	50kto 5		
Universal.....	dis	33 5	
CAPS, PERCUSSION, \$1.00.			
U. M. C. F. C. trimmed.....	50c		
U. M. C. F. L. ground.....	65c		
U. M. C. Cen. fire ground.....	70c	dis	20 5
U. M. C. Double W. Proof.....	\$1.40		
G. D. & S. B.....	35c	dis	10 5
K. B. 1-10. Elev's.....	50c		
Musket, in 1-10's.....	55c		
Hicks Ground Edge in Brass Boxes.....	55c		
CARTRIDGES.			
Rim.....	dis	60k 5	
Central Fire, pistol size.....	dis	40k 5	
" " Military.....	dis	30k 5	
B. B. Caps, Round Balls.....	1.60		
" Swaged Conical.....	1.75		
NEW LIST IN CARTRIDGES.			
Rim-fire, 22 short.....	\$ 5 long.....	\$ 6.00	
" 30 ".....	10 "	35.50	
" 38 ".....	18 "	18.00	
" 41 ".....	15 "	17.50	
Central Fire—32, \$11.00; 38, \$13.50; 41, 15.00; 44, 17.50.			
CARDS.			
Horse and Curry.....	dis	10 5	
Cotton, new list, Aug, 1885.....	dis	10 5	
Wool, new list, Aug, 1885.....	dis	10 5	
CARBET STRETCHERS.			
Cast Steel, Polished.....	dis	5.00, dis 30 5	
Cast Iron, Steel Points.....	dis	5.00, dis 25 5	
Bullard's.....	dis	25 5	
CASTERS.			
Bed.....	dis	55 5	
Plate and Shallow Socket.....	dis	55 5	
Deep Socket.....	dis	40 5	
Martin's Patent (Phoenix).....	dis	45 5	
CATTLE LEADERS.			
Humason, Beckley & Co's.....	dis	75 5	
Sargent's.....	dis	70 5	
P. S. & W.....	dis	50 5	
CHAIN.			
German Halter and coil Chain.....	dis	60 5	
Trace, Breast and Fancy.....	dis	50kto 5	
Oneida Halter Chain (old list).....	dis	45 5	
Galvanized Pump Chain.....	dis	6c net	
Jack Chain, Iron.....	dis	75kto 5	
Jack Chain, Brass.....	dis	75 5	
CHALK.			
White.....	gross	55c net	
Red.....	gross	75c net	
Blue.....	gross	90c net	
White Cravens.....	gross	13c net	
COTTON LINES.			
Cotton Fish Lines.....	dis	40 5	
Cotton Chalk Lines			

OFFICE MANUFACTURERS' RECORD,
BALTIMORE, June 15, 1887.

Business generally is moving along, with no changes of importance to note.

Ref. Har Iron, 1 to 6x½ to 1.....	"	2.100	2.400
" " 1 to 4x½ to 1.....	"	2.100	2.400
" " ¾ to 2, round and	"		
square.....	"	2.100	2.400
Hoop Iron, 1½ wide and upward.....	"	2.500	3 c
Band Iron, from 1½ to 6in. wide.....	"	2.500	3 c
Horseshoe Iron.....	"	3 c	3½ c
Norway Nail Rods.....	"	4 c	5½ c
Black Diamond Cast Steel.....	"	8½ c	10 c
Machinery Steel.....	"	3 c	4½ c
Spring Steel.....	"	3½ c	4 c
Common Horse Nails.....	"	8 c	9 c
Railroad Spikes, 5½x9-16.....	"	2 c	3 c
Steel Boiler Plate.....	"	3½ c	4½ c
Iron Boiler Plate.....	"	2½ c	4 c
Boiler Tubes.....	"	42 c	off line

Baltimore Charcoal Wheel Iron (all		\$8	00	00	00
Baltimore ore).....					
Virginia C. B. Charcoal Wheel Iron.....		97	00	00	00
Anthracite, No. 1.....		90	00	00	00
" " " " " " " " " " " " " " " "		18	00	00	00
" " " " " " " " " " " " " " " "		16	00	00	00
" Mottled and White.....		14	00	00	00
Old Rails.....		21	50	00	50
Old Steel Rails.....		23	00	00	50
No. 1 Wrought Scrap.....		22	00	00	50
Old Car Wheels.....		17	50	10	50

No material change in prices has been made since our last issue, and but few are expected. Buyers from the South who are now in the market are buying freely, anticipating a satisfactory trade, based upon the promising appearance of the crops. While prices may be shaded some little during the next 30 to 60 days, it is thought that there will be no decided declines, and from all indications a very large and healthy fall trade will follow.

Nails are still selling at about \$1.95.

PHILADELPHIA, June 14, 1887.

The Eastern Pennsylvania iron market has been full of interest for a week or more. During the past few days contracts for between 40,000 and 50,000 tons of steel rails have been placed in the various Pennsylvania mills at prices ranging from \$39.50 to \$40.50. It is regarded as possible, and in fact probable, that within 30 days the rail-making capacity of the country will be sold up. The output, according to recent calculation of some authorities, is put at 1,900,000 tons, but it would not be going too far to say that the temptation of \$40 and \$41 rails will screw the output up to 2,000,000 tons. Brokers are already cabling abroad for bottom figures for gulf delivery for large lots, and already contracts have gone abroad for 20,000 tons, besides one and perhaps two or three orders for Bessemer pig. There is also a probability that rail blooms and billets and slabs will be ordered for early fall delivery. A great deal hinges on the outcome of the coke strike. The bar mills are unable to secure business enough to run full time. About a dozen are now running single turn, and iron is selling at from 1.90 to 2.10. It is fortunate for the mill owners that there is such a heavy demand for car iron. One order alone last week called for 2 500 tons, which was placed at 1.90. The Reading Coal & Iron Co. has just placed an order with the Harrisburg Car Works for 2,000 freight cars.

Cincinnati Iron Market Report.

Specially reported by ROGERS, BROWN & Co., Pig
Iron Commission.
CINCINNATI, June 13, 1887.

The improved feeling in trade continues, and it seems to be based on a healthful improvement in demand. Purchases (which now reach a very respectable aggregate daily) are for actual and generally for early needs of customers. Some contracts have been placed for monthly deliveries, running through the last half of the year. Prices for these have been the same as for current deliveries. Most furnaces, however, are unwilling to enter into such contracts preferring to confine deliveries to the next 3 months, unless at higher prices for the later months of the year. Some considerable blocks of Alabama iron have been sold at Eastern markets, where prices realized are a shade better than those offered in the West. It is perhaps not generally understood that the Birmingham district can reach leading Eastern seaboard points from Baltimore to Boston at lower rates of freight than the leading Western markets, except Ohio river points, where rates are about equal. The coke strike continues, and apparently with no prospect of early settlement. It has disorganized furnace operations in the whole Southern district using Connellsville coke as fuel, and the restriction in output is very large. Foundries are inconvenienced by the scarcity of coke, but manage in some way to get fuel to run. We quote for cash f. o. b. Cincinnati:

HOT-BLAST FOUNDRY.

Ohio and Southern Strong Coke No. 1.	1.00	00	30	50
" " " " No. 2.	1.00	00	10	50
" " " " No. 3.	1.00	00	10	50
Ohio Soft Stonecoal, No. 1.	1.00	00	00	50
Ohio Soft Stonecoal, No. 2.	1.00	00	00	50
Mahoning and Shenango Valley Coke, No. 1.	1.00	00	00	50
Hanging Rock Charcoal No. 1.	1.00	00	00	50
" " " " No. 2.	1.00	00	00	50
Tennessee & Alabama Charcoal No. 1.	1.00	00	00	50
" " " " No. 2.	1.00	00	00	50

FOREIGN.

Strong Neutral Coke.....	\$18 00@18 50
Mottled " "	16 50@17 00
Cold Shortnings.....	17 00@17 50

CAR WHEEL AND MALLEABLE.

Southern Car-Wheel Iron.....	25	00@26	00
Hanging Rock Cold Blast, No. 1.....	25	00@28	00
Hanging Rock Cold Blast, No. 2.....	—	—@—	—
Lake Superior Malleable.....	25	00@26	00

Specially reported by E. L. HARPER & Co.
CINCINNATI, June 13, 1888

There has been considerable activity during the past week, and the tone of the market is firmer, although prices remain the same. There is a continued falling off in production, but a steady consumption. We quote:

FOUNDRY.

Hanging Rock Charcoal, No. 1.....	\$3 50	@24 00
" " " " 2.....	38 50	@23 50
Southern Charcoal, " 1.....	34 50	@25 50
" " " " 2.....	33 50	@24 50
Strong Neutral Coke, " 1.....	19 50	@20 00
" " " " 2.....	19 00	@19 50
American Scotch, " 1.....	19 00	@19 50

GREY FORGE.

Virginia Neutral Coke.....	18 50@19 00
Cold Short.....	18 00@18 50

IN THE CITY OF

TERMS—One-fourth cash, the balance in one, two and three years, with 8 per cent. interest on deferred payments.

is guaranteed to every purchaser of property on day of sale. The specifications of this FURNACE WITH CAPACITY OF ONE HUNDRED TONS have been received and a written guarantee will be given each buyer that it be in course of erection within six months from date of sale or money refunded. This beautiful mountain city, on the E. T. V. & G. R. R., at crossing of Macon, LaGrange & Birmingham Railway, "now assured," has mineral resources more extensive and varied than any city in the State. The holdings of this company consist of nearly 4,000 acres of land, 20,000 feet of city property, and one of the principal hotels.

are found on the company's property, just outside of the city.

are only twenty miles distant.

completes the list of requisites for the production of

CHEAP IRON.

and the Grand Trunk Railway, from Birmingham to Savannah, gives a **DIRECT ROUTE TO SEABOARD** one hundred miles shorter than any existing line. Purchasers are guaranteed an advance of twenty-five per cent. will be made by the company after the day of sale. The liberal policy of the company and city, donation of manufacturing sites, exemption from city taxes, stock taken by company in all legitimate manufacturing enterprises, etc., etc., will induce many industries to locate here. An Ice Factory is being erected, a Sash, Door and Blind Factory in operation, Cotton-Seed Oil Mills located, stock subscribed for a Spoke and Handle Factory, Talladega's Water Works System, one of the finest in the South. The city is lighted with Gas. The Electric Light & Telephone Company have received charter, and negotiations are now pending for both systems.

Her High School System and numerous Churches, with exceptional social advantages, make it a desirable place to bring your family. Come and buy one of the elevated Spring Park lots, overlooking the lake, the valley and the city, and prolong your life by drinking pure spring water and breathing mountain air.

FREE CARRIAGES TO PROSPECTORS ON DAY OF SALE.

SALE UNDER MANAGEMENT OF

Real Estate Agents and Auctioneers,

TALLADEGA, ALA.

Source: U.S. Census Bureau, *Marriage, Divorce, Remarriage in the 1990s*, p. 10.

SILVER PLATED WARE.

Wm. Rogers Manf. Co.dis 50¢ to 55¢
 Holmes, Booth & Haydendis 50¢ to 55¢
 Wallace's Steel Silver Plated.....dis 33¢ to 40¢
 Rogers Bros 1847.....dis 50¢ to 55¢
 C. Rogers & Bro.dis 50¢ to 55¢

SCREWS.

Standard new list, Feb. 15.

Flat Head Bright.....70¢
 Round Head Bright.....65¢
 Round Head Brass.....65¢
 Flat Head Brass.....65¢
 Round Head Brass.....65¢
 Flat Head Blue (add 5¢ to net).....70¢
 Brass and Silver Capped.....40¢
 Japanned Flat Head.....65¢
 Coach, Patent Gimlet Point.....dis 66¢
 Coach, Common or Lag.....dis 70¢
 Bed.....dis 25¢
 Machine, Flat Head, Iron.....dis 55¢
 Machine, Round Head, Iron.....dis 50¢
 Bench, Iron.....dis 55¢ to 60¢
 Bench, Wood, Beach.....dis 20¢ to 25¢
 Bench, Wood, Hickory.....dis 20¢ to 25¢
 Hand, Wood.....dis 25¢ to 30¢
 Hand Rail, Sargent's.....dis 40¢ to 45¢
 Hand Rail, Humason, Beckley & Co.'s.....dis 40¢ to 45¢
 Hand Rail, Am. Screw Co., list Jan. 1, 1884.....dis 70¢
 Jack (Wilson's).....dis 25¢

SCREEN FRAMES AND MIXTURES.

Standard Window Screens No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

Porter's Patent Window and Door Screen Frames:
 PER DOZ. SETS.
 In Im. Bl'k White. Walnut.
 No. 20.....\$2.75 \$3.25
 No. 21.....2.25 4.00
 No. 22.....3.50 6.75
 No. 23.....6.00 7.50
 No. 24.....9.00 11.00
 Porter's Corners—
 No. 3. Corners and Sticks complete for a three-foot window, 1/2 doz sets, Bronzed, \$4.00; Nickel, \$5.50
 No. 1. Set for Window, 1/2 doz sets, Bronzed, \$4.00; Nickel, \$5.50
 No. 1 1/2. " " 1/2 doz sets, Bronzed, \$3.25; Nickel, \$4.50
 No. 4. " " 1/2 doz sets, Bronzed, \$4.00; Nickel, \$5.50
 No. 1/2. " " or door, 1/2 doz sets, Bronzed, \$1.20; Nickel, \$1.50
 No. 4 1/2. " " or door, 1/2 doz sets, Bronzed, \$2.00; Nickel, \$2.50
 No. 2 1/2. " " Door, 1/2 doz sets, Bronzed, \$6.75; Nickel, \$8.00
 No. 3. " " 1/2 doz sets, Bronzed, \$12.00; Nickel, \$15.00
 Boughton's Adjust. Window and Door Screens, dis 25¢
 Boughton's Adjust. Window and Door Frames, dis 25¢
 Window screen frames (Stuart's), dis 25¢

SHEARS AND SCISSORS.

American (Cast) Iron.....dis 70¢ to 75¢
 Pruning.....see Pruning Hooks and Shears
 Barnard's Lamp Trimmers.....dis 40¢ to 45¢
 Tinners.....dis 20¢
 Massachusetts.....dis 60¢ to 65¢
 Seymour's.....dis 60¢ to 65¢
 Jersey Shears.....dis 80¢
 J. Wiss & Son, Nickel, 50¢; Japanned, 60¢ to 65¢

SHOVELS.

Sliding Door, M. W. & Co., List.....dis 45¢ to 50¢
 Sliding Door, R. & E. list.....dis 60¢ to 65¢
 Sliding Door, Patent Roller.....dis 60¢ to 65¢
 Sliding Door, Pt. Roller, Hatfield's.....dis 60¢ to 65¢
 Sliding Door, Russell's Anti-Friction.....dis 60¢ to 65¢
 Also see Hangers.

SHOVELS AND SPADES.

Ames, New List, November 1, 1885.....dis 30¢ to 35¢
 Griffiths.....dis 50¢ to 55¢
 Remington's (Lowman's Patent).....dis 30¢ to 35¢
 Rowland's.....dis 60¢ to 65¢
 Lippincott, new list.....dis 25¢ to 30¢
 Hussey, Bins & Co.....dis 25¢ to 30¢

SILVER PLATED HOLLOW WARE.

Wm. Rogers Manf. Co.....dis 50¢ to 55¢
 Meriden Britannia Co.....dis 40¢ to 45¢

SOLDERING IRONS AND COPPERS.

Covert's Soldering Irons.....dis 35¢
 Covert's Adjustable Coppers.....dis 35¢

SPOONS.

Britannia.....dis 60¢ to 65¢
 Tinned Iron Table and Tea.....dis 65¢
 Tinned Iron Basting.....dis 30¢ to 35¢
 German Silver.....dis 40¢ to 45¢

STONE.

Hindustan No. 1, 4c; Axe, 5c.....net
 Sand Stone.....No. 1, 6c, dis 33¢ to 35¢
 Washita Stone.....No. 1, 1/2 doz, 22c, net.
 Washita Stone, Slips.....No. 1, 1/2 doz, 45c, net.
 Arkansas.....\$1.50 doz, net

SQUARES.

Steel.....dis 60¢ to 65¢; full cases, dis 70¢ to 75¢
 Iron.....dis 60¢ to 65¢; full cases, dis 70¢ to 75¢
 Nickel Plated.....add \$2.50 to \$3.00 doz net.
 Try Square and T Levels.....dis 50¢ to 55¢
 Watson's Try Square and T Levels.....dis 40¢ to 45¢

TACKS, BRADS, AC.

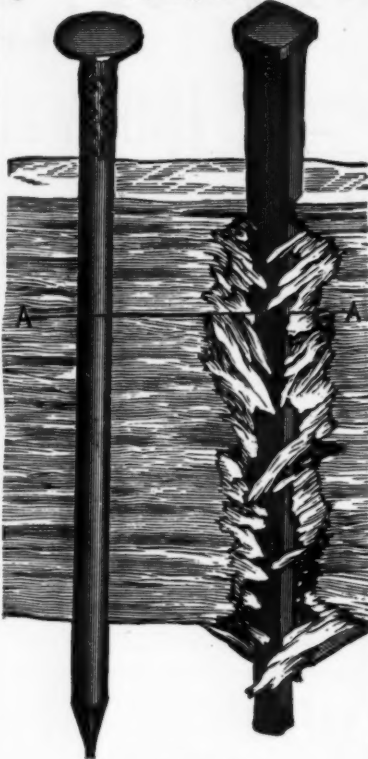
American Iron Carpet Tacks, all kinds.....70¢
 Steel Carpet Tacks, all kinds.....70¢
 Swedes Iron Carpet Tacks, all kinds.....70¢
 Swedes Iron Upholsterers' Tacks.....67 1/2¢
 Tinned Swedes Iron Tacks.....67 1/2¢
 Tinned Swedes Iron Upholsterers' Tacks.....67 1/2¢
 American Iron Cut Tacks.....67 1/2¢
 Gimp and Lace Tacks.....67 1/2¢
 Tinned Gimp and Lace Tacks.....67 1/2¢
 Copper Tacks.....50¢
 Copper Finishing and Trunk Nails.....45¢
 Cigar Box Nails.....45¢
 Finishing Nails.....60¢
 Trunk and Clout Nails.....60¢
 Tinned Trunk and Clout Nails.....60¢
 Basket Nails.....60¢
 Chair Nails.....60¢
 Zinc Glaciers' Points.....45¢
 Common and Patent Brads.....60¢
 Hungarian Nails and Miners' Tacks.....60¢
 Tinned Capped Trunk Nails.....50¢
 Looking Glass Tacks.....40¢
 Picture Frame Points.....40¢
 Leathered Carpet Tacks.....40¢
 Brush Tacks.....40¢

TAP BORERS.

Common and Ring.....dis 20¢ to 25¢
 Ives' Tap Borers.....dis 15¢ to 20¢
 Enterprise Mfg. Co.....dis 25¢

TOBACCO CUTTERS.

Enterprise Mfg. Co (Champion).....dis 20¢ to 25¢
 Wood Bottom.....dis \$5.50
 All Iron.....dis \$3.50, dis 40¢ to 45¢
 Wilson's.....dis 30¢

The Salem Wire Nail Co.
SALEM, OHIO.

MANUFACTURERS OF

Wire and Wire Nails
HEADQUARTERS FOR PENNY WIRE NAILS.

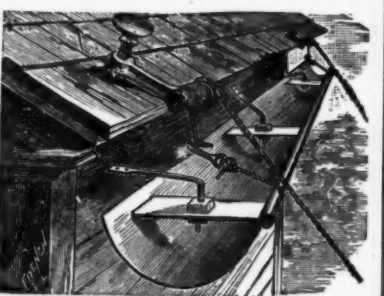
\$250 WILL BUY
THE BEST SAW MILL
 Yet offered for the money.
 SEND FOR CIRCULAR.
 RICHMOND MACHINE WORKS,
 RICHMOND, INDIANA.

CHAMPION IRON FENCE CO.
KENTON, OHIO.

Largest Iron Fence and Railing Works in U.



SPECIALTIES—Iron Stairs and Jail Work, Builders' and Ornamental Iron Work, and the only manufacturers of Malleable Iron Cresting, guaranteed against breakage; also manufacturers of the Celebrated Ohio Champion Iron Fence and Lift Pumps.
 Send for 156-page Catalogue.



THE WOODRUFF'S PATENT CELEBRATED AMERICAN SUSPENDING EAVE TROUGH HANGER. The best in the world. Manufactured by GEO. W. HEARTLEY, 303 St. Clair St., Toledo, Ohio. Send for prices.

Hardware and Gun Trade: Quote our
\$5 Clay Pigeon Trap.

Electrotypes furnished gratis for catalogues. Liberal commissions. 80-page book free. Address
 LIGOWSKY CLAY PIGEON CO., Cincinnati, O.

If you are not already a subscriber to the BALTIMORE MANUFACTURERS' RECORD, send us \$3 and you will receive it regularly for one year, or six months for \$1.50.

STEARN'S
BENCH DRILL

LOW IN PRICE.
 HIGH IN FINISH.
 24 inches high. Run of Screw, 3 1/4 inches. Bearings carefully finished with standard reamers. All parts interchangeable. Extension crank for large drilling. Chuck holds 1/2 round or tapered square drill.
 FOR SALE BY THE TRADE
 E. C. STEARN & CO.
 SYRACUSE, N. Y.

FOOT POWER S ROLL SAWS!
 CIRCULAR SAWS, LATHE, MORTISE, &c., FOR WORKSHOP USE.
 Sold on Trial, if desired
 New Catalogue Free.
 SENECA FALLS MFG. CO.
 643 Water Street,
 SENECA FALLS, N. Y.

CLARK'S
 Drying, Ventilating
 AND
 EXHAUST FANS.
 Strong, Light Running, Effective.
 Satisfaction guaranteed. Catalogue Free.
GEO. P. CLARK,
 Box U. Windsor Locks, Conn.

FORT SCOTT, KANSAS.

Attention of Capitalists and Manufacturers is called to the numerous advantages existing at Fort Scott, Kansas, which will soon make this city one of the most important manufacturing and commercial points in the West, and enable it to maintain its present supremacy over all other cities in this State. The natural facilities are unequalled. Coal of the best quality is sold at \$1.50 to 2.00 per ton; slack, 50 cents to \$1 per ton, delivered. Abundance of stone and brick, best quality. Natural gas is fully developed, and used for all purposes. Facilities for transportation and distribution are unequalled, being already the junction of five trunk railways. Direct communication with lumber regions of Mo. and Ark. Correspondence solicited.

SECRETARY BOARD OF TRADE.

JOHN G. MENGEL & CO.
 BALTIMORE, MD.

TYPEFOUNDERS

Complete Newspaper and Job outfits promptly furnished for cash or on reasonable terms. All of our type is of new and modern cut, cast in a superior hard and tough copper-mixed metal, on the labor-saving system of point bodies.

ELECTROTYPERS

All the latest and most approved machinery and good workmen for turning out large quantities of first-class work.

ENGRAVERS

ON WOOD AND METAL.
 BY FIRST-CLASS ARTISTS. Send for estimates.

PRINTERS SUPPLIES

Large stock of all kinds, by the best makers, AT THE LOWEST PRICES.

PRINTING PRESSES & MACHINERY

Agents for all the leading makes of Cylinder and Job Presses, Paper-Cutters, &c. Have bargains always in second-hand machinery.

Our Leader New Old-Style Gordon Job Press at Second-hand Prices:
 Eighth-Medium, 8 x 12, boxed and shipped \$150
 Quarto-Medium, 10 x 15, " " " 250
 Half-Medium, 13 x 19, " " " 350

OUR NEW SPECIMEN BOOK

Most complete ever published, sent to all responsible printers or designing purchasers, on application.
JOHN G. MENGEL & CO.
 Baltimore, Md.

THERMOMETERS.

Tin Case.....dis 75¢ to 80¢
 Thermometers.....dis 25¢ to 30¢

TOW CABLE.

Winted.....dis 25¢ to 30¢

TRAPS.

Game, Newhouse.....dis 35¢
 Game, Oneida Pattern.....dis 60¢ to 65¢
 Game, Blake's Patent.....dis 40¢ to 45¢
 Mouse, Wood, Choker.....dis 10¢ to 15¢
 Mouse, Wound Wire.....dis 10¢ to 15¢
 Mouse, Catch-em-alive.....dis 20¢ to 25¢
 Cyclos Mouse.....dis 60¢ to 65¢
 Ideal Mouse.....dis 10¢ to 15¢
 Boss.....dis 20¢ to 25¢
 Rat, "Decoy".....dis 10¢ to 15¢
 Delusion Mouse, per doz.....dis 10¢ to 15¢
 Ideal.....dis 10¢ to 15¢

TROWELS.

Lothrop's Brick and Plastering.....dis 30¢
 Reed's Brick and Plastering.....dis 15¢
 Diston's Brick and Plastering.....dis 20¢ to 25¢
 Clement & Maynard's.....dis 20¢
 Worrall's Brick.....dis 20¢
 Braden & Walby's.....dis 20¢
 Garden.....dis 35¢
 Rose's Brick.....dis 15¢

TRUCKS (WAREHOUSE, &c.)

Handy Truck.....dis 30¢ net
 Penfield Block Co.'s list, 1884.....dis 35¢
 Peerless, with Cogs, No. 3.....dis 50¢
 Peerless, with Cogs, No. 4.....dis 60¢
 Eureka, No. 2.....dis 40¢ to 45¢

VISES.

Cheney's Combined Vise and Anvil.....dis 30¢
 Solid Box—Wilson's.....dis 50¢ to 55¢
 " Trenton.....dis 40¢ to 45¢
 Iron City Tool Works.....dis 50¢ to 55¢
 Manneer Drill Mfg. Co.—
 Machinist's Vise.....dis 30¢ to 35¢
 Bench—Wilson's.....dis 45¢
 " Trenton.....dis 25¢
 " Parker's.....dis 25¢
 " Prentiss.....dis 25¢
 " Bonney's.....dis 25¢
 Well Wheels.....dis 60¢ to 65¢
 Stephen's Patent Vises.....dis 10¢ to 15¢

WIRE.

Brass and Copper, list of Jan. 17, 1884.....dis 25¢
 Bright and Annealed.....dis 60¢ to 65¢
 Bright and Annealed.....dis 60¢ to 65¢
 Bright and Annealed.....dis 60¢ to 65¢
 Coppered.....dis 60¢ to 65¢
 Galvanized, Nos. 10 to 18.....dis 60¢ to 65¢
 Fined, Nos. 10 to 18.....dis 60¢ to 65¢
 Tinned Broom Wire, Nos. 18 to 25.....dis 60¢ to 65¢
 Annealed Fence, Nos. 28 to 30.....dis 60¢ to 65¢
 Annealed Grape, Nos. 10 to 14.....dis 60¢ to 65¢
 Fence Staples, Galvanized.....dis 50¢
 Japanned Barb Fence.....dis 40¢
 Galvanized Barb Fence.....dis 40¢
 Buck Thorn Galvanized.....dis 50¢
 Picture Wire.....dis 60

THE

Hercules Water Wheel

IN THE SOUTH.

WHAT SOUTHERN USERS SAY OF THE HERCULES.

There is probably no higher authority in the South on water wheels than Mr. John Hill, civil and mechanical engineer, of the great Eagle & Phenix Cotton Mills, at Columbus, Ga. Read what he says of the Hercules Wheel.

The Best Wheel We Have.

JOHN HILL, CIVIL AND MECHANICAL ENGINEER,
Reference—Eagle & Phenix Mfg. Co.

COLUMBUS, GA., April 30, 1887.

As to my opinion of the Hercules Wheel, will say: In our mill (the Eagle & Phenix) we have twenty-one (21) water wheels of various kinds, three of them being Hercules. I regard the Hercules as being by far the best wheel of any we have. It is the best in workmanship, absence from repairs, large per cent. in power, and in general satisfactory results. I know of no wheel its equal. At Holyoke, testing flume a few weeks since, I personally witnessed a test of a Hercules of the ordinary construction, which gave 88 96-100 per cent. of efficiency.

Yours truly,

JOHN HILL.

Cannot Speak too Highly of the Hercules Wheel.

JAMES RIDDLE, SON & CO.
Brandywine Cotton Mills.

KENTMERE, DEL., April 27, 1887.

In reply to your inquiry as to the working of a "Hercules Water Wheel" now running at our mills, would say that we put in nearly two years ago a 39-inch Hercules Wheel, running under a 14-foot head. It is driving up to full regular speed three hundred and three heavy looms, with only half gate. We are about to enlarge the weave mill and add three hundred more looms, which will be driven by the same wheel. We cannot speak too highly of the Hercules. It has absolutely run without cost or derangement since it started, and has given eminent satisfaction in every way.

Yours truly,

JAMES RIDDLE, SON & CO.

Perfectly Satisfactory in Every Way.

PORTER WOOLEN MILL

J. H. Porter, President. J. W. Robertson, Gen. Manager.

CLARKSVILLE, GA., April 29, 1887.

In reply to enquiry as to my opinion of the Hercules Turbine Water Wheel, say: I have put in two, one about

six years since, and the other in 1883, and think so highly of the wheel that I shall use another in cotton mill this company is now constructing. Neither of the wheels alluded to have given the slightest trouble, and their working has been perfectly satisfactory in every way.

Yours truly,

J. W. ROBERTSON, Gen. Man.

The Hercules Wheels Have Given Perfect Satisfaction.

ROSWELL MANUFACTURING CO.

Sheetings, Shirtings, Checks, Yarns, &c.

ROSWELL, COBB COUNTY, GA., April 29, 1887.

In answer to yours of 25th inst., asking our opinion of the Hercules Wheel, will say our experience is as follows: In our new mill, built about four (4) years ago, we put a 30-inch Hercules Wheel, under a 21-foot head of water. It has given such satisfaction running this (5,000) five thousand spindle mill, that last summer, when we were compelled to put in a new wheel at our old mill, running 7,000 spindles, looms, twisters, &c., we put in a 36-inch Hercules Wheel, under a 27-foot head of water. All I can say is we have surplus power in both mills, have lost no time by any defect of wheels, and if we were putting up any more mills, would use the Hercules Wheel. They have given us perfect satisfaction.

Yours respectfully,

F. J. MINHINNETT, Prest.

A Good Wheel, and Has Given Good Satisfaction.

PEE DEE MANUFACTURING CO.

Plaids and Warps.

ROCKINGHAM, N. C., April 30, 1887.

We have been using the Hercules Water Wheel for more than six years. Our superintendent says it is a good wheel, has given good satisfaction, and its performance is equal to the claims of the maker. We have a head of 17 feet. Our wheel has a diameter of 39 inches. Under this water pressure the wheel has moved 4,000 spindles and the needed preparation, and 164 plaid looms. The above includes the dye house, machine shop and all their machinery which we employ.

Very respectfully,

WALTER L. STEELE, Prest.

Best Wheels I Have Ever Seen.

MARIETTA PAPER MANUFACTURING CO.,

Book, News and Wrapping Papers.

MARIETTA, GA., April 30, 1887.

In reply to your favor of the 25th inst.: I am using four Hercules Water Wheels, two 12-inch, one 24 inch,

and one 30-inch. They have given me perfect satisfaction, and I think that they are the best wheels that I have ever seen.

Yours truly,

S. A. ANDERSON.

Has Never Given the Slightest Trouble.

PACOLET MANUFACTURING CO.

Jno. H. Montgomery, Prest. and Treas.

PACOLET, S. C., April 29, 1887.

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Well Satisfied With It.

WM. J. RUSSELL,

Manager Princeton Factory.

ATHENS, GA., April 28, 1887.

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Yours truly,

WM. J. RUSSELL, Manager.

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April 28, 1887. }

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Very respectfully,

J. A. HARRIS & CO.

Unhesitatingly Say its the BOSS Wheel.

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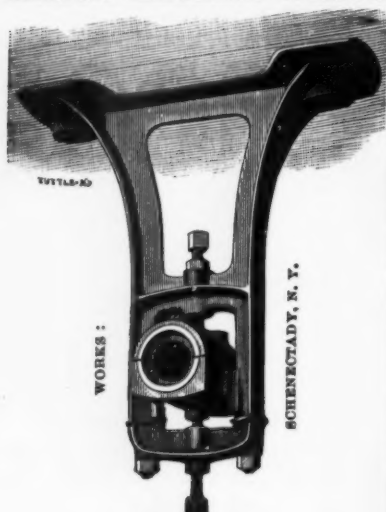
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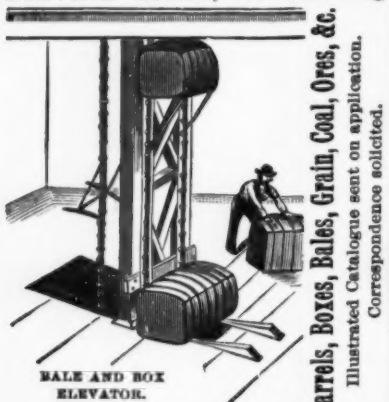
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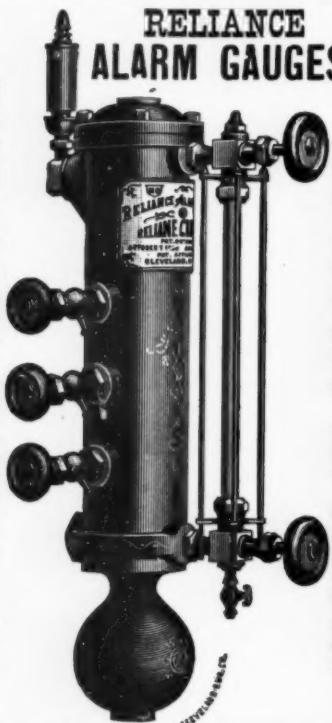
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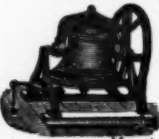
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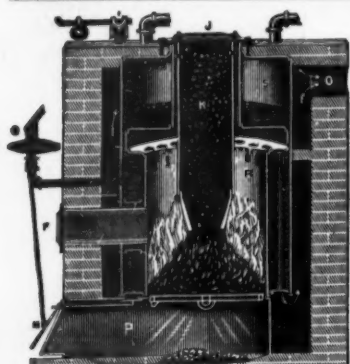
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THE PRELIMINARY ORGANIZATION

Has been duly effected by electing the following named

OFFICERS.

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EXECUTIVE COMMITTEE.

ANDREW J. ROGERS, HENRY S. WELLES, FREDERICK G. BRUNEL, WILLIAM B. BURROUGHS.

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In order to promptly acquire ample areas of Land and Harbor Water frontage, for colonization, wharfing and other purposes, as well as obtaining sufficient funds for carrying out the several objects of the Company, the Directors have duly voted an increase of the Capital Stock from \$100,000 to \$3,000,000, payable in either money or in any real or personal property that may be utilized in the business of the Company, (as provided in the charter,) and have authorized the opening of Subscription Books for said \$3,000,000 of Capital Stock.

EUROPEAN CO-OPERATION.

The President of the Company has perfected arrangements with competent European parties whereby they agree to subscribe, or cause to be subscribed, two-thirds of said \$3,000,000 of Capital Stock, provided the other one-third of said Stock is duly subscribed in America, and to pay in \$200,000 for every \$100,000 thereof that shall have been so subscribed in America and paid into the treasury of the Company.

TRANS-ATLANTIC STEAMSHIP LINE.

The President of the Company has also arranged with competent European ship owners for promptly putting on and maintaining a Trans-Atlantic Steamship Line between the port of Brunswick, Ga., and ports in the United Kingdom; said line to comprise a fleet capable of doing all the trans-Atlantic shipping business of the Company, and to be put on as soon as the Company announces itself ready with freights, etc., for trans-Atlantic shipment.

THE GENERAL ENTERPRISE

Comprises the building up and maintaining an extensive domestic and foreign trade at and through the city and port of Brunswick, Ga., and corresponding ports, and engaging in a general system of Lands Improvement, particularly including the building up, extending and beautifying the city and suburbs, and improving and perfecting the Harbor of Brunswick for maritime commerce, and generally aiding in developing the agricultural, mineral and other natural resources of, and settling the surrounding districts and corresponding sections of the interior, with the view to participating in the general benefits and increase in value of properties accruing from such developments and improvements, and to inaugurate and conduct

BUREAUS OF COLONIZATION AND INDUSTRY

As special departments of the General enterprise for commercially engaging in such systems of Colonization and Co operative Industries as will, from time to time, aid in relieving the Labor Markets of all surplus artisans and other workers, including the worthy, able bodied indigent classes, by drawing them off and settling or aiding them in settling and getting fairly started on alternate lots of the Company's Lands, in suitable rural and growing village districts, or so employing or aiding them to find such suitable employment as will make them reciprocally useful to the Company and ensure their becoming self-sustaining and prosperous constituents of the commonwealth, and finally reimbursing the Company with fair profits for all such assistance, thus materially aiding in freeing society of its worthy, able-bodied, destitute and suffering industrious classes by reclaiming them from all anarchical tendencies, and thence through their own prosperity readjusting them as good, law-abiding and patriotic citizens of the Commonwealth.

THE COMMERCIAL DEPARTMENT.

With the foregoing objects in view, the Company will engage in the following enterprises, taking them up and carrying them forward in such business order as will ensure the prosperity of every department of the General Undertakings, beginning with The Commercial Department proper, it being the only medium through which the more benevolent and humane purposes can be successfully carried into effect with profit to the Company. The Directors are already assured of a large paying business from the commencement of active operations in the following specified enterprises, in which the Company will be constantly turning over its funds and realizing from 5 per cent. upwards of net profits every sixty or ninety days. Viz: A General

TRANS-ATLANTIC and Coastwise SHIPPING BUSINESS

Including storing, wharfing and forwarding at and through said port and corresponding ports, and the sending of goods and other valuables through in bond or by through bills of lading to and from any and all points; the advancing of money on bills of lading and on goods and other property in store; and acting as merchants and general agents, and doing a banking and general commission business. In these departments alone the Company will find constant, active, safe and profitable employment for a considerable amount of its capital, thereby ensuring fair dividends from the start.

OTHER SOURCES OF REVENUE.

By judicious purchases, both in respect to price and locality of lands, as well as the suitability of the climate, and thence properly settling immigrants on alternate

The Stock of the Company will be Receivable at Par in Payment for Lands purchased from the Company.

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lots thereof, carefully reserving every alternate farm or section for sale later on, the Company could reasonably expect to realize from 10 to 25 per cent. net on sales of the first alternate farms or other lots, and thence, in future further realizing from 100 to 500 per cent. and upwards from the ultimate sales of the reserved building lots, farms or sections. This plan carried out on a commensurate scale would of itself, without risk of the capital invested, enrich any well-managed company.

GENERAL LANDS IMPROVEMENT DEPARTMENT.

To buy, own and sell lands and deal in real estate and leaseholds generally, and to engage in a general system of Lands Improvement, particularly including the building up, extending and beautifying the City of Brunswick and Suburban districts, and generally developing and settling the surrounding country; the establishing and settling colonies in the interiors of the various States, and parts of States, wherein immigrant settlers and other industrial classes are needed; laying out and building up villages, towns, and cities; making roads, streets and all necessary and profitable improvements; aiding in the fuller development of the vast agricultural, mineral and other

NATURAL RESOURCES OF THE SOUTH,

Southwest and corresponding sections; the breeding and rearing of horses, mules, cattle and live stock generally, for home and foreign markets; the laying out, improving, stocking and working farms of all kinds; developing water powers for manufacturing, milling and other purposes; opening and working coal, iron and other mines, and marble and stone quarries, with a view to making money by profitably employing the idle, and making homes and livings for the worthy, able-bodied indigent classes, as well as making the several properties productive and generally enhancing the values thereof and making them more saleable. In fact, the company offers

SAFE AND PROFITABLE INVESTMENTS

In every department of the General Enterprise, basing the stability of the entire Capital Stock not only upon the General Business of the Company but upon real estate carefully chosen for its intrinsic worth, its suitability for the purposes of the Company and its improvable qualities and possible continual enhancement in value from direct and surrounding improvements.

BRUNSWICK'S ADVANTAGES in Respect to DISTANCES.

The use of the port of Brunswick for shipping purposes, effects a saving of distances to and from the following named cities as compared with New York, as follows: Louisville, about 125 miles; Denver, 250; Cheyenne, 260; St. Louis, 275; Kansas City, 300; Chattanooga, 450; Memphis, 475; Nashville, 500; San Francisco, 505; Santa Fe, 579; Tepeobompo, (Mexico), 640; Atlanta, 667; Augusta, 687; Galveston, 700; Austin, 775; Fort Worth, 790; Montgomery, 827; New Orleans, 916; San Diego, 1,160 miles. This statement is of no less importance to emigrants than to shippers of merchandise. It should also be borne in mind that Brunswick is, by ocean route, very much nearer Liverpool than is either New Orleans or Galveston, and has the further advantage of being free from the risks always to be incurred in rounding the Florida Reefs, and the consequent heavy insurance.

THESE SEVERAL ADVANTAGES

In respect to distances, together with the central position and superiority of the harbor, and the widely extending railway connections, must necessarily ensure to the port of Brunswick a very large proportion of the export trade and corresponding import trade of the South, Southwest and Pacific Slope, especially as this port will thenceforward have such direct and regular Trans-Atlantic connections with foreign markets, as well as such improved facilities for discharging and loading ships, as will enable it to successfully compete with other and older ports.

For a fuller statement of the PURPOSES and PLANS of the Company, see the Charter and Prospectuses, Documents Nos. 1, 2 and 3 of the Company's pamphlets, which can be obtained at the Offices of the Agents, or from any of the Officers of the Company.

FORMS OF APPLICATION

For Stock on the part of those who may desire to subscribe to the Capital Stock, but are unable to reach the Agent or Officer in charge of the Subscription Books, will, on application in writing to such Agent or Officer, or to the President of the Company, be forwarded, together with the necessary instructions for securing the number of Shares such Applicant may desire or that may be allotted to him or her.

PROPOSALS FOR TRANSFERRING LANDS

Or other available property in exchange for Stock in the Company will be entertained, and the suitability, quality and value of the property and titles thereto will be duly examined by proper experts in the interest of the Company; but all such proposals must be submitted in writing to an Agent or Officer, or to the President of the Company on or before the 1st day of August next, and must be accompanied with a full description, giving all particulars, including the situation and value of such property.

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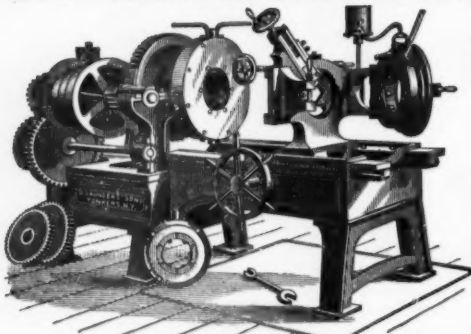
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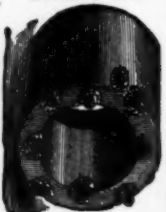
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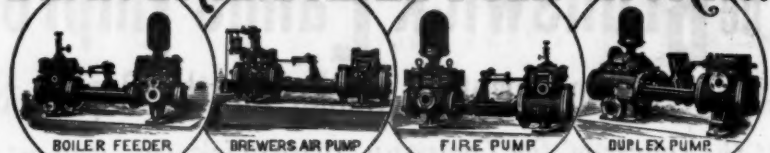
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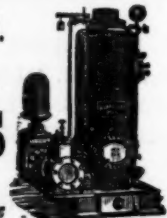
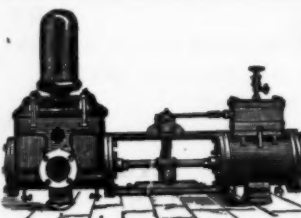
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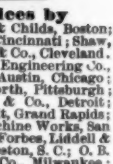
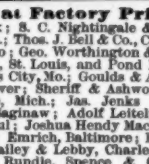
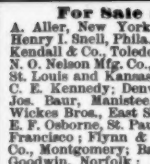
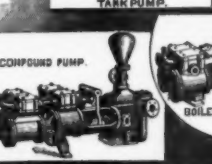
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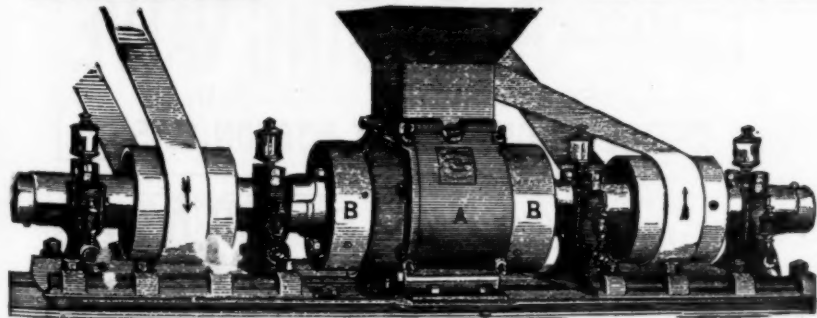
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